The Hong Kong Daily Press.

No. 5560 號十六百五千五 光緒乙亥年八月十七日 HONGKONG, THURSDAY, SEPTEMBER 16TH, 1875. 香港 英九月十六號 四年禮 [PRICE $2½ PER MONTH.

Arrivals.

September 14, NINGPO, British str., 761, J. M. Rayner, Shanghai 11th September, $28,000 in Treasure and General.—SIEMSSEN & Co.

September 14, AMAZONE, French str., 1,900, Champenois, Shanghai 12th September, General.—MESSAGERIES MARITIMES.

September 14, CHARITE, French bark, 255, Hervé, from Whampoa, Ballast.—CARLOWITZ & Co.

September 15, RICCA GENOVA, British bark, 652, Cummins, Newchwang 27th Aug., Beans.—CHINESE.

September 15, PENG-CHAO-HAI, Chinese gunboat, 600, C. Palmer, from a cruise.

September 15, G. T. RAY, British bark, 356, Fraser, Whampoa 14th September, Ballast.—ARNHOLD, KARBERG & Co.

September 15, ALVA, Portuguese ship, 632, E. A. Souza, Sydney 17th July, Coals.—BEARDAO & Co.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 15TH.

Kwangtung, str., for East Coast.
Great Republic, str., for Yokohama and San Francisco.
Livingstone, for Callao.
City of Whampoa, str., for Macao.
Georgina, for Foochow.
Japan, str., for Tientsin.

Departures.

September 15, SCOTLAND, str., for Singapore and London.
September 15, CHINA, str., for Ningpo and Shanghai.
September 15, VIDAL, for Swatow.
September 15, HAMBURG, for Tientsin.
September 15, PARDO, str., for Saigon.
September 15, Chinese gunboat CHEN-TO, for Canton.
September 15, NINGPO, str., for Canton.
September 15, KWANGTUNG, str., for East Coast.
September 15, GREAT REPUBLIC, str., for Yokohama and San Francisco.

Passengers.

ARRIVED.

Per *Amazone*, str., from Shanghai:—
For Hongkong.—Miss Clark and servant, and Mr. Solomon, and 10 Chinese. For Saigon.—Mr. Gautier. For Galle.—Mr. Scully. For Marseilles.—Messrs. Ure, Hague, and Dunfield.

Per *Ningpo*, str., from Shanghai:—
Mr. Allen, 1 European, deck, and 50 Chinese

DEPARTED.

Per *Kwangtung*, str., for East Coast:—
For Amoy.—Mrs. Smith and Rev. J. C. Edge. For Coast Ports.—50 Chinese.

Per *Great Republic*, str., for Yokohama and San Francisco:—
For San Francisco.—Mr. F. W. Crocker, and 491 Chinese.

TO DEPART.

Per *Livingstone*, for Callao:—
5 Chinese.

Reports.

The British bark *Ricca Genova* reports left Newchwang on 27th August, and had fine weather throughout.

The French steamship *Amazone* reports left Shanghai on 12th September, and had light winds and fine weather until the evening of the 14th; when very heavy weather, thunder and lightning got up, lasting three hours, the weather cleared and arrived in port at 11 p.m.

The British steamship *Ningpo* reports left Shanghai on 11th September. Had light Northerly winds with calms and fine weather to the Nine Pins; then squally weather, thunder, and lightning, and thick with rain. Hove to for two hours. The weather cleared up at 8 30 p.m. on the 14th, and arrived in port at 10 o'clock. Passed several ships and steamers, names unknown.

SHANGHAI SHIPPING.

ARRIVALS.

September 5th, str. Orestes from Liverpool, &c., Guinevere from London; 6th, Catharina from Hakodadi, Wylo from Nagasaki, Prosperity from Bangkok; 9th, Laughing Wave from Swan River, Endoxie Adolphine from Singapore.

DEPARTURES.

September 9th, Almatia for Keelung, Condor for Hiogo.

Vessels Expected at Hongkong.

(Corrected to Date.)

Vessel's Name.	*From.*	*Dates.*
Queen of the Seas	Liverpool	Feb. 27
Androklos	Bremerhaven	Mch. 17
Lancrost	Cardiff	Mch. 29
Atona	Cardiff	April 28
Prince Louis	Cardiff	May 2
Robert Boak	Falmouth	May 3
Solsterk	Shields	May 3
Irene	Hamburg	May 16
Excelsior	Cuxhaven	May 18
Eugenie	Cardiff	May 29
Capreras	Philadelphia	June 2
John C. Munro	London	June 3
America	Hamburg	June 3
Chusan	London	June 14
Eastern Monarch	Liverpool	June 17
Beemah	Liverpool	June 17
Mirella	Cardiff	June 20
Carolus Magnus	Liverpool	June 21
Birker	London	June 26
Churger	Cardiff	June 29
Coldstream	London	June 30
Minnesota	Charleston (U.S.)	June 30
Iris	Hamburg	July 7
Meteor	Cardiff	July 8
J. Christian	Cardiff	July 16
America	Cardiff	July 17
Mahor	Cardiff	July 18
Gustav Adolph	Hamburg	July 19
Gryte	London	July 23
Alfredo	Cardiff	July 23
Boreal	Cardiff	July 24
Lorne (s)	London	July 27
Hopewell	London	July 30
Stefano	Cardiff	July 30
Len	Penarth	July 30
Fyen	Newport	July 31
Patroclus (s)	Liverpool	August 4
Fleurs Castle (s)	London	August 5

Auction Sales To-day.

J. M. ARMSTRONG,
At 12 noon.
Sundry Goods.

NOTICE.

In the Goods of GEORGE H. BRADY, *Deceased.*

ALL Persons having CLAIMS against the above Estate are requested to send in to the Undersigned Particulars of such Claims on or before the Fifteenth day of September next, after which date no further proofs will be received; and all Persons indebted to the said Estate are required to pay to the Undersigned the amount of their several debts without further delay.

Dated the 18th day of August, 1875.

CALDWELL & BRERETON,
Solicitors for the Executor,
29, *Queen's Road,*
1278] *Victoria.*

Notices of Firms.

THE Undersigned has been appointed AGENT at this Port for Messrs. HENRY S. KING & Co., of London.
OFFICE.—*No. 6, Stanley Street.*
W. H. NOTLEY.
tf 1765 Hongkong, 24th October, 1874.

NOTICE.

I HAVE this day Established myself at this Port as MERCHANT and GENERAL COMMISSION AGENT under the Style and Firm of
MALCAMPO & Co.
JOAQUIM MALCAMPO QUIOGA.
6m 584 Amoy, 12th April, 1875.

NOTICE.

THE Interest and Responsibility of Mr. JAMES WHITTALL in our Firm ceased on the 30th April, 1875.
Mr. WILLIAM PATERSON was admitted a Partner on the 1st May last, and we have authorized Mr. JOHN BELL IRVING and Mr. JAMES JOHNSTONE KESWICK to sign our Firm.
JARDINE, MATHESON & Co.
1291 Hongkong, 20th August, 1875.

NOTICE.

THE Interest and Responsibility of Mr. THOMAS PICKERING DROWN, in our Firm, ceased on the 10th November, 1873.
E. VINCENT & Co.
Swatow, China, 10th October, 1874.

MR. COLIN CAMPBELL WILLIAMS is this day admitted a Partner in our Firm.
E. VINCENT & Co.
Swatow, China, 10th October, 1874. [tf 1669

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....100,000 of Dollars.

Court of Directors:—
Chairman—AD. ANDRE, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. Bellios, Esq. | H. Hoppius, Esq.
J. F. Cordes, Esq. | A. Molver, Esq.
F. D. Sassoon, Esq.
Chief Manager.
Hongkong—James Greig, Esq., *Manager.*
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum
6 " 4 " "
12 " 5 " "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 12th August, 1875.

PATENT SLIP & DOCK COMPANY, AND NOVELTY IRON WORKS,
No 32, PRAYA WEST,
MACHINE, BOILER, AND BLACKSMITH SHOPS,
IRON AND BRASS FOUNDERS.

THE Undersigned is now prepared to take on large Vessels for PAINTING and RE-COPPERING; also large REPAIRS to Hulls and Machinery, &c.
A Large Assortment of Spars and Lumber, Iron and Copper Plates, Iron and Brass Rods, Pitch, Oakum, and Felt, Sheathing Metal and Nails, Rivets, Screw Bolts and Wood Screws always on hand.
Boats and Steam Launches built to order.
H. C. BAILIE,
Manager.
Office, Novelty Iron Works, Praya West,
Hongkong, 28th July, 1875. [6m 1148

DANISH CONSULATE,
Hongkong, 13th August, 1875.

NOTICE is hereby given, that Charts of Hongkong, shewing the track of the GREAT NORTHERN TELEGRAPH COMPANY'S CABLE have been placed in the Harbour-master's Office, as well as in this Consulate, for the information of Shipmasters and Pilots. If any vessel should accidentally get hold of the Cable and bring it to the surface, the Master is requested to do all in his power to clear it without damaging it.
The following is the exposé of the track of the Cable:—
On the Island of Hongkong the Company's Cable is landed in the middle of Deep Water Bay, from where it runs about South midway between Middle Island and Hongkong Island, round Round Island, curving S.E. and E. midway between Tytam Peninsula on Hongkong Island and Lochau Island, and midway between Tylong Head (Cape d'Aguilar) and Soon Kong, from which place it runs East for about a hundred miles, then gradually bending Northward in a distance 25 to 30 miles off the coast of China.
At 25 miles S.S.E. of Chapel Island a Cable branches off, and runs N.N.W. two miles to the Northward of Chapel Island between Woo Seu and Chauchat Rocks, close to the North of Teing See, close to the North of Taepan Shoal, and close under Taepan Point, from where it runs in a straight line to the landing place, which is just inside the Southern Point of the Island of Kulang Seu.
From 25 miles outside Chapel Island the Cable runs N.E. about 30 miles outside Chimmo, 15 miles off Turnabout, 30 miles off Tung Ying, from which place it bends more Northward, 35 miles off Pih Ki Shan, 20 miles off the Hie Shan Islands, 30 miles off Tong Ting to North of the Leuconna Group, where it rounds and turns West until it, at a point midway between the Northernmost Island of the Chin San Group, runs within a mile South of Davis Islands and S.W. and W. of Morrison Island up to Gutzlaff, where it is landed on the South West side.
Starting from the same place on Gutzlaff two Cables follow the East and North side of the Yangtsze River's South Bank, as near inshore on the bank as possible right up to Pheasant Point, where they turn into the Woosung River along the right bank until they cross the Woosung River close beneath the Bar Marks, and are landed on the left Bank at the Company's Station.
From Gutzlaff the Cable to Nagasaki is running S.E. midway between Napier's and Bonham's Islands, and midway between Bonham and Brooke's Islands, then Easterly, North of Childer's Rock and four miles South of Barren Islands, from which place it runs in a straight line about E.N.E. till midway between Pallas Rock and Meao Sima (Asses Ears) on the coast of Japan.
H. KLÆR
Acting Consul.
1326]

NOTICE OF REMOVAL.

THE Undersigned begs to notify that he has TAKEN THE PREMISES lately occupied by Messrs. LANE, CRAWFORD & Co. as AUCTION ROOMS, and that he will, on the 1st of September, open the same as a
FURNITURE WAREHOUSE.
D. MARKS.
1m 1264 Hongkong, 17th August, 1875.

THANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.
SIEMSSEN & Co.,
Agents.
tf 39 Hongkong, 10th November, 1872.

Intimations.

NEW GOODS.

LANE, CRAWFORD & Co. invite attention to the
SELECTION OF GOODS
suitable for the APPROACHING SEASON, which they have received ex "*Quang Se*," "*Teviot*," "*Glenartney*," and other recent arrivals.
HATS, BOOTS, SHIRTS, COLLARS, NECKTIES, SCARVES, &c., &c.
HOSIERY of all kinds.
SPORTING GUNS and AMMUNITION, with SPORTING IMPLEMENTS of all descriptions.
CARPETS, HEARTH RUGS, CARRIAGE RUGS.
FIRE GRATES, FENDERS and IRONS.
White and Coloured KID GLOVES.
Meerschaum, Briar, and Albatross PIPES.
CIGAR TUBES, Fine TOBACCO, CIGARS, and CIGARETTES.
LEGGINGS and SHOOTING BOOTS.
FLOWER and VEGETABLE SEEDS, in variety.
Ladies' and Gentlemen's GARDENING TOOLS.
Perfectly Safe PARAFFIN OIL.
SADDLERY of all kinds.
ROEDERER'S, HEIDSIECK'S, KRUG'S, MUMM'S, and GOULET'S CHAMPAGNES.
Pale, Golden, and Dry SHERRIES.
Pure, Fruity, and Invalid PORTS.
Red Sparkling BURGUNDY, MOSELLE.
EYSHAW'S, HENNESSY'S, and CUTLER'S BRANDIES.
Specially Blended SCOTCH and IRISH WHISKIES.
BASS'S, IND COOPE & Co.'s, BLOOD WOLFE & Co.'s BEERS.
GUINNESS', BARCLAY'S, and BLOOD WOLFE'S PORTER.
DIGBY GANDY & Co.'s TONIC WINE.

LANE, CRAWFORD & Co. call Special Notice to their
FLOWER and VEGETABLE SEEDS, which are in great variety, and have been selected with particular care.

The TAILORING DEPARTMENT has been much enlarged and improved, and having now THREE EUROPEAN CUTTERS, all Orders can be executed without delay.

LANE, CRAWFORD & Co. invite Inspection of their Stock of CLOTHS, CHEVIOTS, TWEEDS, HOMESPUN, &c., which is much larger than ever before, and has been selected carefully from London Stocks of FASHIONABLE Goods.
24d 1377 Hongkong, 8th September, 1875.

JUST RECEIVED.

GENTLEMEN'S FRENCH BOOTS.
PERFUME, from ED. PINAUD & Co.
SILK UMBRELLAS.
Double FOWLING-PIECES.
REVOLVERS.
DE SAINT MARCEAUX & CIE.'s CHAMPAGNE, Carte Noire and Carte Blanche, &c., &c., &c.
Fresh SALAD OIL, best brand.
Old Cognac BISCUIT DUBOUCHE, (large bottles.)
Dépôt de la Compagnie Fermière de Vichy, any SPRINGS, at $3 per doz.
L. THEVENIN,
44, Queen's Road, and 11, Stanley Street,
lately the Premises of
Messrs. G. DUBOST & Co.
1183 Hongkong, 1st August, 1875.

FOR SALE.

THE YACHT "*NAOMI*," as she now lies at East Point, with SPARS, SAILS, RIGGING, and LEAD BALLAST, complete. If required, the Ballast will be Sold separately.
For Particulars, apply to
L. L. BUSH.
tf 1369 Hongkong, 7th September, 1875.

CHINA NAVIGATION COMPANY, LIMITED.

DAILY COMMUNICATION BETWEEN HONGKONG AND CANTON.

TILL further notice the Company's Steamer "*TOHANG*" will leave
HONGKONG EVERY MORNING at 8, and start from
CANTON on the return trip at 5 P.M.
BUTTERFIELD & SWIRE,
Agents.
1299 Hongkong, 23rd August, 1875.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
4m 1021 Hongkong, 1st July, 1875.

NOTICE.

THE Undersigned will be absent from Hongkong Professionally until about the 1st of October next.
M. STOUT, D.D.S.
tf 1153 Hongkong, 27th July, 1875.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN,
Agent.
1y 944 Hongkong, 18th June, 1875.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.
EDWARD NORTON & Co.,
Agents.
tf 8 Hongkong, January, 1875.

Auctions.

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
THIS DAY,
the 16th September, 1875, at Noon, at his Sale Rooms, Queen's Road,—
Casks CEMENT.
Cases Condensed MILK.
Red Currant JELLY.
MUSTARD.
SALAD OIL.
CANDLESTICKS.
SCISSORS.
Toilet GLASSES.
Felt HATS.
SHOES.
BUNTINGS.
ELASTIC.
QUININE, in Bottles.
Linen THREAD.
White Zinc PAINT.
Green " "
Red LEAD.
BOILED OIL.
An Invoice of STATIONERY, comprising—Cream Laid Thick, Thin, and Mid. Note and Letter PAPERS and ENVELOPES, Cream Wove and Blue Laid FOOLSCAP, &c., &c.
And
Sundry other GOODS.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
1401 Hongkong, 15th September, 1875.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will Sell by Public Auction, at their SALE ROOM, *Praya,*
TO-MORROW,
the 17th September, 1875, at Noon,—
An Assortment of Gilt and Bronzed GAS BRACKETS, Table LAMPS, CLOCKS, PURDONIANS, LAVENDER WATER, EAU DE COLOGNE, DRUGGETS, DESSERT SETS, Honey, Glycerine, and Brown Windsor SOAPS, &c., &c.
Also,—
3 Casks PORT WINE.
10 Cases Bass' PALE ALE.
200 Boxes Yellow SOAP.
Virginia and Cavendish TOBACCO.
Sundry Wearing APPAREL.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1407 Hongkong, 16th September, 1875.

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to Sell by Public Auction, on
SATURDAY,
the 18th September, 1875, at Noon,
On the Premises,—
All that PIECE or PARCEL of GROUND, registered in the Land Office as INLAND LOT No. 513, with the FOUR CHINA SHOPS standing thereon, situated at Queen's Road West, Nos. 204, 206, 208, and 210, abutting on the North side thereof on the Queen's Road, and measuring thereon 82½ feet, on the South side thereof on a close, registered in the Land Office as Inland Lot No. 512, and measuring thereon 52½ feet, on the East side thereof on a close, registered in the Land Office as Inland Lot No. 287, and measuring thereon 22½ feet, and on the West side thereof on a close, registered in the Land Office as Inland Lot No. 289, and measuring thereon 52½ feet; which said Piece or Parcel of Ground contains in the whole 2,756 square feet, and the Crown Rent of which is $42 per annum.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the Purchaser.
The Property to be at Purchaser's risk on the fall of the hammer.
For Further Particulars, apply to
LANE, CRAWFORD & Co.
1266 Hongkong, 17th August, 1875.

FURNITURE SALE.

LANE, CRAWFORD & Co. have been instructed to Sell by Public Auction, at No. 2, Seymour Terrace, the Residence of C. M. MOLONY, Esq., H.M. Control Department, on
WEDNESDAY,
the 22nd September, 1875, at 2 P.M.,—
The HOUSEHOLD FURNITURE, comprising Covered CHAIRS and COUCHES, Side and Centre TABLES, Ormolu CABINET, MIRRORS, FENDERS and IRONS, GAS LAMPS, GLASS, CROCKERY, and PLATED WARE, Dining TABLE, SIDEBOARD, WARDROBES, CHESTS of DRAWERS, BEDSTEADS, Toilet TABLE and GLASSES, WASHSTANDS, SEDAN CHAIRS, &c., &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
1408 Hongkong, 16th September, 1875.

PUBLIC AUCTION.

THE Undersigned has been instructed by Messrs. BIRLEY & Co., to Sell by Public Auction, on board, on
TUESDAY,
the 12th October, 1875, at 11.30 A.M.,
The First-class Iron Screw Steamship
"*LY-EE-MOON*"
of 611·20 Tons Register, built in 1850, by the Thames Iron Works and Ship Building Company as a Paddle Steamer, and thoroughly renewed and converted into a Screw Steamer in 1874, by Messrs. W. WALKER & Co., of London, and fitted by the Quseburn Engine Company, of Newcastle-on-Tyne, with Direct Acting Engines, Compound, Surface Condensing Principle, of 160 Horse-Power, Nominal, working up to 800 H.-P. effectual. Consumption of Coal (Takasima) about 15 Tons, speed 13 to 13½ Knots, Capacity of Bunkers about 160 Tons, Diameter of Cylinders 33in. and 62in. Length 272ft. 0in. Breadth 27ft. 6in. Depth of Hold 18ft. 0in. Carrying Capacity 1,250 tons weight and measurement. Passengers 1st Class, 36; 2nd Class, 12; 3rd Class, 10; Deck Passengers, 490. Draft with Passengers and Cargo about 12ft. 6in., or deeply laden, 14ft. 6in. Class, Lloyds 90 yz.
Spare Engine Gear and Coals to be Sold separately.
This Steamer has very superior accommodation for Passengers, and is well found in Stores of all descriptions.
For further particulars, apply to Messrs. BIRLEY & Co., or to the AUCTIONEER, where Inventory and Plan of the Vessel can be seen.
TERMS OF SALE.—Half Cash on fall of the hammer, the balance on completion of Transfer, Expenses of which are to be borne by the Purchaser.
The Ship, and Inventory, with all faults and errors of description, to be at Purchaser's risk on fall of the hammer.
Intending Purchasers can obtain Inspecting Orders on application to the Undersigned.
CHAS. H. MORGAN,
Auctioneer.
1402 Hongkong, 15th September, 1875.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.
A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.
T. G. LINSTEAD,
Agent, Sun Fire Office.
1335 Hongkong, 26th August, 1874.

Intimations.

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given, that the Ordinary Yearly MEETING of the Shareholders of this Society will be held at its Head Office, Hongkong, on TUESDAY, the 21st instant, at Three o'clock P.M., for the purpose of receiving the Report of the Directors, together with Statements of Accounts for the year 1874, and to 30th June, 1875.
The Transfer Books of the Society will be CLOSED from the 12th to the 21st instant, both days inclusive.
By Order of the Board,
N. J. EDE,
Secretary.
21d 1835 Hongkong, 1st September, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE is hereby given, that the Eleventh Ordinary Half-Yearly MEETING of the Shareholders will be held at the Company's Offices, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 2.30 P.M., to receive the Report of the Directors, together with a Statement of Accounts to the 30th June last.
The Transfer Books will be CLOSED from the 18th September to the 1st October, both days inclusive.
By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.
Shanghai, 7th August, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

IN accordance with *Requisitions signed by 56 Shareholders*, Notice is hereby given, that an EXTRAORDINARY MEETING of the Shareholders in the above Company will be held at the Head Office, No. 6, NANKIN ROAD, SHANGHAI, on FRIDAY, the 1st October next, at 3 P.M., to consider the following proposals:—
1.—To annul clause No. 7 of the Deed of Settlement.
2.—To pass a resolution for the immediate winding up of the business and affairs of the Company and for the distribution of its assets.
The DIRECTORS on the other hand recommend that no change be made in clause No. 7 of the Deed of Settlement, but that with a view of equalising future Dividends, the following addition be made to clause No. 92, viz.:—
Provided that in the event of a sufficient amount of profits for the payment there out of a dividend at the rate of Six per centum not having been earned during any year, the Court may with the consent of the Shareholders assembled at a General or Extraordinary Meeting, take from the Reserve Fund hereinafter mentioned such an amount as, with the profits, if any, available, is all be sufficient to pay a dividend at a rate of not more than Six per centum in respect of such year, and may pay a dividend accordingly.
By Order of the Court of Directors,
JOHN DUNN,
Acting Secretary.
1244 Shanghai, 7th August, 1875.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1874.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next* will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
3m 1131 Hongkong, 1st August, 1875.

THE HONGKONG DERBY.

SWEEPSTAKES of $20 each, half forfeit if declared on or before day of closing Entries, with $100 added, for 1st Pony, and $50 for 2nd. For all China Ponies *bonâ fide* Griffins at date of entry. First Pony, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight 10st. 7lbs. One-mile-and-a-half.
H. ST. L. MAGNIAC,
Clerk of the Course.
2m 1268 Hongkong, 17th August, 1875.

TO LET.

HOUSE No. 5, Peel Street, newly painted and in good order, with new Iron Verandahs, containing 7 Rooms.
Apply to
H. A. ASGAR & H. ESMAIL,
No. 17, Gage Street.
tf 998 Hongkong, 28th June, 1875.

TO LET.

NOS. 1 and 2, "BALL'S COURT," Six-roomed Houses. Gas and Water laid on, with Stabling, &c. Rent very moderate.
Apply to
E. R. BELILIOS.
1m 1265 Hongkong, 17th August, 1875.

TO LET.

THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 453 Hongkong, 20th March, 1875.

FOR SALE OR TO LET,
With Immediate Possession,
THE HOUSE No. 37, Praia Grande, Macao, newly painted, and in good order.
Apply to
F. M. DE GRACA,
Macao.
14d 1350 Macao, 2nd September, 1875.

TO LET.

SOME HOUSES on PEDDAR'S HILL.
Apply to
DAVID SASSOON, SONS & Co.
tf 512 Hongkong, 22nd May, 1875.

TO LET,

TWO DWELLING HOUSES and OFFICES, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs. RAYNAL & Co., which have recently been thoroughly repaired. Possession may be had from May 1st.
With Immediate Possession.
PREMISES No. 44, Queen's Road, lately in the occupation of Messrs. G. DUBOST & Co.
HOUSE No. 35, Wellington Street, thoroughly repaired, lately in the occupation of Messrs. ROSS & Co.
DWELLING HOUSE and OFFICE No. 1, Stanley Street, at present in the occupation of Messrs. DREYER & Co., possession from 1st June next.
No. 11, Gage Street, lately in the occupation of Mr. PUBANEY.
DWELLING HOUSE No. 4, Alexandra Terrace. Possession from 1st August.
STORE and DWELLING HOUSE, No. 31, Queen's Road, at present in the occupation of Miss GARRETT. Possession from 1st October.
DOUGLAS LAPRAIK & Co.
tf 2050 Hongkong, 2nd September, 1875.

TO LET.

THE Premises known as the "THE WOODLANDS," newly painted and in Good Order.
Apply to
REMEDIOS & Co.
tf 131 Hongkong, 22nd January, 1875.

Intimations.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"NAMOA,"
Captain Westoby, will be despatched for the above Ports on SUNDAY, the 19th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
3d 1404 Hongkong, 16th September, 1875.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for,
HANKOW, NINGPO, *and* PORTS *in* JAPAN.
THE Company's Steamship
"PATROCLUS"
will be despatched on or about the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, *Agents.*
1405 Hongkong, 16th September, 1875.

SULPHURIC AND NITRIC ACIDS!!!

"CHINA AND JAPAN TRADING COMPANY," SHANGHAI.

UNDER Special Arrangement with the Imperial Mint of Japan, we are now supplying,
IN LOTS TO SUIT PURCHASERS,
SULPHURIC AND NITRIC ACIDS
of high quality and strength.
Comparative Analysis with English Commercial Acid, and terms for qualities, on application.
1m 1406 Shanghai, 11th September, 1875.

WANTED,

A PARLOUR and BEDROOM, furnished, for a Gentleman and his Wife. State locality and terms to "D.E.," care of the *Daily Press* Office.
1396 Hongkong, 14th September, 1275.

AVIS.

LE 23 Septembre, prochain à midi précis, il sera procedé en la Chancellerie du Consulat de France, à Canton, à la VENTE par Adjudication Publique, d'un certain nombre de lots de terrain situés dans les limites de la Concession Française à Shameen.
1397] LE CHANCELIER.

G. O. ROGERS, D.D.S.,
DENTIST,
No. 7, ARBUTHNOT ROAD,
(Will be absent until about November 1st.)
tf 247 Hongkong, 13th September, 1875.

FOR SALE.

THE PATENT SLIP with the VALUABLE PROPERTY at Belcher's Bay, known as the
"PATENT SLIP & DOCK COMPANY,"
and the well-known
NOVELTY IRON WORKS,
with the GOOD-WILL, PLANT, STOCK, TUG-BOATS, and STEAM LAUNCHES.
The two together comprise a most Desirable Property, and to a *bonâ fide* intending Purchaser the most satisfactory results can be shown. The economy of its Working is not surpassed by any establishment in the World. The Slip has 600 feet of ways, is a Morton Patent, and was constructed in the most substantial manner. Its capacity for large vessels is undoubted. The "*Carisbrooke*," of 1,500 tons, was taken up with all her water ballast on board. The whole is in first-class working order.
One half the purchase money can remain on bond and mortgage.
For further particulars address
G. U. SANDS.
1378 Hongkong, 8th September, 1875.

ED. CHASTEL,

WINE AND SPIRIT MERCHANT,
17, WYNDHAM STREET,
Next to the "Daily Press" Office.
N.B.—Price Lists and Samples on application.
935 Hongkong, 16th June, 1875.

FOR SALE.

DWELLING HOUSES No. 1 and No. 2, St. John's Place.
Apply to
S. E. BURROWS & SONS.
653 Hongkong, 1st May, 1875.

HONGKONG ICE COMPANY

HAVE always on hand a Stock of CLEAR, SOLID, BLOCK ICE made from PURE FILTERED WATER, without the use of ETHER, AMMONIA, or any kind of Chemicals whatever.
PRICE TWO CENTS PER POUND.
SPECIAL AGREEMENTS made with Steamship Owners or other large Consumers.
Order Books can be had at the Depôt No. 17, Queen's Road, HONGKONG HOTEL BUILDINGS, or at the Works at East Point. Those preferring to use Pass Books can do so.
KYLE & BAIN,
Proprietors.
5 0 Hongkong, 20th May, 1875.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 12 % per annum, or $4.50 per share, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after FRIDAY, the 23rd instant. Shareholders are requested to apply at the Office of the Company for Warrants.
By Order of the Board of Directors,
P. A. DA COSTA,
Secretary pro. tem.
1129 Hongkong, 20th July, 1875.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND WARRANTS for the DIVIDEND to 30th June, 1875, at rate of $10 per share, can be obtained at the Secretary's Office on and after WEDNESDAY, the 25th August, 1875.
By Order,
R. DUNCAN,
Secretary.
Club Chambers,
Hongkong, 21st August, 1875. [1m 1297

NOTICE.

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO'S S.S. *HECTOR*, FROM LIVERPOOL.
SHIPPING Orders must be obtained from the Undersigned not later than the 18th instant for shipment per *PATROCLUS*.
BUTTERFIELD & SWIRE, *Agents.*
4d 1403 Hongkong, 15th September, 1875.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Amazone," 23rd August, 1875.

JL (in diamond) ISH	$327/333 335/338	.....11 cases Merchandise.

Ex "Anadyr," 4th September, 1875.

HKD (in diamond) J S No. 503/14		.....6 cases Sundries.
JL (in diamond) ISH No. 40/50		.....11 cases Merchandise.
RO 1/5		.....5 cases Do.

Hongkong, 9th September, 1875.

Intimations.

THEATRE ROYAL,
CITY HALL, HONGKONG.

DAVE CARSON'S MINSTRELS.

THIS EVENING, SEPTEMBER 16th, 1875.
FOR THE SOLE SPECIAL BENEFIT OF
DAVE CARSON
AND
POSITIVELY THE LAST APPEARANCE OF THE COMPANY
AT THE CITY HALL.
BURRA KHUBBER
PUNDIT DAVEE KAR SEN, B.A.S.S., (ORIGINAL BENGALEE BABOO,) GRADUATE OF VERNACULAR COLLEGE,
RADHA BAZAAR, CALCUTTA.
Professor of Blackings, Dak Gharries, Mystery of Box, Et genitus of book in homo, and Multum in parvo
(Language of Latin Races),
Will appear and have honor of making Exhibition of Wonderful Feet in
SINGING OF THE VOICE,
JOKATIVES OF ORIGINAL VIRTUE,
CRACKING OF THE BRAIN,
DANCING OF PEDAL EXTREMITIES,
MANIPULATION OF OS BOVINUS,
and
AMALGAMATION OF SERIOUS LUDICROUSNESS,
and will Sing
GOOD-BYE E'SWEETHEART, & E'SWEET E'SPIRIT HEAR MY PRAYER,
For which your humble Petitioner will ever more pray on above Night.

FIRST AND LAST TIME IN HONGKONG
DAVE CARSON,
AS
OTHELLO SAHIB BAHADUR.

THE BEST BILL OF THE SERIES.

MACHINE POETRY.

DAVE CARSON begs leave to announce to each friend,
Nobility, Gentry, and those who intend
To honor HIS NIGHT, and in person appear,
That Thursday's the night—which is now drawing near,
When he begs leave to solicit their kind approbation
And their patronage, ever his best consolation.
A succession of NOVELTIES fixed

NOW ON SALE.

THE CHRONICLE AND DIRECTORY FOR 1875

THIS Work, in the THIRTEENTH year of its existence, is

NOW READY FOR SALE

It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1875" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF VICTORIA, HONGKONG;

THE FOREIGN SETTLEMENTS OF SHANGHAI.

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK;

also of

THE VARIOUS HOUSE FLAGS

(Designed expressly for the Work.)

MAPS OF HONGKONG, JAPAN, THE SILK WORM DISTRICTS, THE ISLAND OF FORMOSA, AND OF THE COAST OF CHINA;

ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this Work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c. at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

Macao	Messrs. J. P. DA SILVA & Co.
Swatow	" QUELCH and CAMPBELL.
Amoy	" WILSON, NICHOLLS & Co.
Formosa	" WILSON, NICHOLLS & Co
Foochow	" HEDGE & Co.
Ningpo	" KELLY & Co., Shanghai.
Shanghai	" HALL & HOLTZ.
"	" KELLY & Co.
Hankow and River Ports	" HALL & HOLTZ and KELLY & Co., Shanghai.
Chefoo and Newchwang	" HALL & HOLTZ and KELLY & Co., Shanghai.
Tientsin and Peking	" HALL & HOLTZ and KELLY & Co., Shanghai.
Nagasaki	THE C. & J. TRADING Co.
Hiogo, Osaka	THE C. & J. TRADING Co.
Yokohama	Messrs. LANE, CRAWFORD & Co.
"	Mr. C. D. MOSS, *Japan Gazette* Office.
Manila	Messrs. J. DE LOYZAGA & Co.
Singapore	*Straits Times* Office.
London	Mr. F. ALGAR, Clement's Lane.
"	" GEO. STREET, 30, Cornhill.
"	Messrs. BATES, HENRY & Co.
San Francisco	Mr. L. P. FISHER, 21, Merchants' Exchange.
New York	Messrs. S. M. PETTINGILL & Co., 37, Park Row.

Hongkong, 2nd January, 1875.

The Daily Press

HONGKONG, SEPTEMBER 16TH, 1875.

THE *Pall Mall Gazette* has a sensible and practical article on "Chinamen as Emigrants." It believes that although as yet Chinese emigration, compared with the enormous indigent population, is "ludicrously small," it will one day attain large proportions. Any great pressure of taxation, any outburst of political excitement between the people and their Tartar rulers, another revolt similar to that of the Taipings, would, it believes, increase the tendency to emigration for the time. And this tendency would be encouraged, as it is being encouraged at the present time, by the great merchants of the sea-board cities, who derive a large profit in various ways from their roaming countrymen. The suggestion that Chinese emigration should be encouraged to British Burmah and Pegu on the opening of the new trade route through Burmah *viâ* Bhamo is noticed, as well as the recent influx of Chinese to Australia. The latter emigration has undoubtedly been carried on under the auspices of Canton capitalists, and with some sort of system. It is not to be imagined that the movement has been promoted by the Chinese merchants out of any feeling of philanthropy. They have helped it on in the hope of making money, by the extension of trade and gaining a profit on the passage of the gold seekers. The precious metal has, of course, proved the shining lure to the Chinese emigrants, and the success of some of their countrymen, who have returned with snug little fortunes to their native land, has proved an irresistible temptation to others. They have gone and prospered where European diggers could not gain more than a bare subsistence and are still leaving for the new-found Eldorado in Queensland.

The *Pall Mall* regrets to see the feeling of opposition to the Chinese emigrants which has sprung up amongst the European population in Queensland, more especially since the climate of the North of that Colony is too hot to admit of its being settled with advantage altogether by Europeans. The hostility towards the Chinese is, however, more partial than our contemporary seems to be aware of. Many of the best and most far-seeing of the European colonists in Queensland are wise enough to foresee that the Chinamen will by and bye become valuable auxiliaries in developing the resources of the rich and virgin soil, and that plantations worked by Chinese labour may are long be established on what are now unreclaimed but fertile wastes. For some time no doubt the lower and poorer classes of English colonists will look askance upon their Asiatic rivals, but there is room enough in Australia for both, and it would be a dog-in-the-manger policy indeed to attempt to exclude the Chinese from a territory where Europeans could not work. It must be admitted that the Chinese are likely to prove formidable rivals to English workmen wherever they come into competition, for the Chinaman can do most rough work nearly as well for a much lower rate of remuneration. But the Northern portion of Australia will most probably absorb the vast majority of them, and there need be no rivalry in that hot climate. The Chinese are dirty. No one will dream of denying this charge, but this disagreeable feature is one they share in common with all Orientals, and they might perhaps prove susceptible to improvement in this respect if sanitary measures were enforced against them. There is no reason why they should be allowed to live like pigs in the midst of European communities, and it becomes the duty of the authorities to insist upon a greater degree of cleanliness being observed among them. The most serious objection to the Chinese as emigrants is, as we have often before remarked, the difficulty about women. Until the laws against emigration are repealed in China this will, it is to be feared, continue to exist. It cannot be too strongly urged upon the Chinese who promote emigration that their countrymen will be more favourably received if accompanied by their wives and their female relations. But this is an evil that in the first stages of emigration cannot be cured. As the emigrants get settled and prosperous many of them will no doubt send for their wives and families from China. They should be encouraged to do so as far as possible, but unless they become naturalised, and acquire a stake in the country, the majority will continue to be mere birds of passage.

It is a great mistake to charge the Chinese with a lack of public spirit. In the Straits Settlements they have been by no means backwards on public occasions, and several of them have become opulent and influential members of the community. Nor have they been found wanting in this respect in Australia. Our contemporary mentions an instance forcibly showing the public energy and liberality of one of the Chinese communities there. A practice has grown up in many Victorian towns, it seems, of having a holiday period, which they call a carnival, at a fixed time every year. "This carnival involves a series of processions, theatrical representations, illuminations, fireworks, &c., and is, in fact, a general jollification. But advantage is taken of the universal good temper to raise funds for hospitals, dispensaries, and other institutions, wherein there is no respect of person. A celebration of this sort was held at Beechworth, a considerable up-country town, and the Chinamen who were at work in and around that place entered into the affair with so much energy and arranged their share in the diversions with such skill that they fairly eclipsed their neighbours in every respect. They sent to China on purpose to buy dresses and banners at an expense of more than £1,000; and with them made a display of a character which gave them without dispute the post of honour in the procession, and earned for them the honour of a full-page illustration in the principal illustrated journal of the colony. Not only so, but their bazaar for charitable objects beat all the rest hollow. In short, this small body of Chinamen determined to support the honour of their native country in a strange land, and right well they did it. The European colonists acknowledged their defeat cheerfully, and it is evident that the people of the district felt a certain pride in the possession of these Chinese, whose unobtrusive worth they had only just discovered." No doubt this is an exceptional case, but it suffices to prove that the Chinese are not destitute of interest in local matters. No one, indeed, who is acquainted with the better class of shopkeepers and merchants would doubt their enterprise and public spirit, qualities they possess in superior degree to any other Asiatic people. Civilised and Christianised, the Chinaman would prove with all his present faults he will be found a most useful agent in developing the resources of new countries where population is the one thing needed, and the climate is too hot for the European to successfully perform outdoor work.

Not long since we drew attention to a statement that the Hoppo of Canton had captured some thirty junks, all quite recently, while on their way to Hongkong and Macao from Hainan, on the pretext that there was no treaty port there. To-day we publish a complaint from Macao of a system of blockade of that port if anything still more vexatious and injurious than that established round this colony. According to our correspondent, even small craft laden with provisions are not allowed to enter Macao, if they can be intercepted, with the result that articles of first necessity grow daily dearer and scarcer. The reason for this unprecedented course of conduct is not alleged. It can scarcely be pleaded that these provision boats are engaged in smuggling, and it is only to be supposed that the Chinese authorities intend if possible, to complete the ruin of Macao. Whether the Portuguese Government will submit to this remains to be seen. But the fact, taken in conjunction with the efforts made to destroy the junk trade of Hongkong, assumes significance, and threatens, if continued, to compel the unwilling interference of the British Government.

In the Supreme Court, yesterday, before Mr Justice Growden, Messrs. Edwards, Rozario, & Co., came up in bankruptcy, and passed their last examination.

A number of Artillerymen on Tuesday last went over to Kellet's Island, and while doing something there in connection with their military duties, an explosion occurred, which sent the sand and stones flying in all directions. Lieutenant Kelly was cut about the face, and two or three others injured. One, who received a wound in the leg, had to be conveyed to the Hospital.

A Chinese version of the "stormy interview" which is said to have taken place between Mr. Wade and Li Hung-chang may not be without interest to our readers, writes the *Celestial Empire*, and, indeed, is amusing enough. After a palaver of no less than five hours, Li plucked Mr. Wade by the sleeve, and addressing him earnestly said—"Kuey ta-ch'ên, (honoured plenipo), all that you have remarked is true and just. But you, who have lived in China so many years, must know how difficult it is for us to keep strict order in so distant and unruly a province as Yunnan. We are compelled to rely upon the provincial governors for the maintenance of propriety." To which the Minister is said to have replied:—"Human life in England is very precious; how can it be treated as mere child's-play?. If Yunnan is so far off that you, honoured plenipo, are unable to take the matter in hand, *our* country will relieve you of the responsibility. Supposing that you indeed cannot do it yourselves, we shall have to do it for you; and after we have settled affairs in Yunnan, our soldiers in all probability will experience a wish to visit the capital of your honoured country. Ta-ch'ên tsing tao'" and the Minister abruptly took his departure, and proceeded forthwith on board the *Dwarf, en route* for Chefoo—whence the story comes; while Li is said to have sent a despatch to the Taku forts, instructing the military commandant to have all in readiness for an emergency. This shows at least that the Chinese are as inventive as Europeans. The details of what may be supposed, naturally, to have been a private interview, are certainly a *bonne bouche* which one does not come across every day, and will doubtless be much prized in consequence.

The M. M. steamer *Djemnah*, with outward French mail, passed Cape St. Jacques at 4 p.m. on the 14th instant, on her way to Saigon.

The Portuguese ship *Alva* brought up yesterday morning outside of Green Island, and late last evening was towed in by the steam tug *Fame*.

The parade of the Government Fire Brigade took place yesterday at 5 p.m. immediately West of the "Novelty Iron Works," with the usual satisfactory results.

Mr. George McBain, residing in Gough-street, summoned by one Ow King Man for allowing a dog to be at large whereby he was bitten on the arm and his jacket torn, was fined 60 shillings.

Dave Carson and his troupe will give their last performance at the Theatre Royal, City Hall, to-night. The performance is for the benefit of Mr. Carson, and the programme is more than usually attractive. Mr. Carson will give his most entertaining delineation of the Bengalee Baboo, and he will also appear, for the first and last time in Hongkong, as Othello Sahib Bahadur. The songs and other items on the programme are well selected, and cannot fail to please the audience. There will, no doubt, be a good attendance, as this is the last opportunity the people of this colony will have, for some time at least, of hearing these talented performers in the City Hall.

POLICE INTELLIGENCE.

15th September.

BEFORE THE HON. C. MAY.

ROBBING PASSENGERS.

Ng Achen, a passenger from Swatow yesterday, charged two boys with stealing from him a jacket and a turban.

It appears that on his landing a crowd rushed round him, and the jacket and turban which were on top of a box were stolen by the prisoners.

The prisoners were sentenced to 48 hours' imprisonment each, and to be flogged five strokes each.

ASSAULT.

Li Acheong, a coal coolie, employed to carry coals to Messrs. Siemsen & Co.'s godowns at Wanchi, charged Ho Ashing, another coal coolie, with assaulting him.

The prisoner, who denied the charge, was sent to three days' hard labour.

UNEMPLOYED.

Sheek Moosdeen and another Indian, who have several times been up charged with being destitute, were again charged yesterday, and were sent to 14 days' hard labour.

OLD HABITS.

A man named Chun Afat, identified as an old hand at street gambling, was again brought up on a similar charge. He was sent to three months' hard labour. Another man found gambling with him was sent to 21 days' imprisonment.

STEALING FLOWER BASKETS.

Woo Asing, a flower hawker, residing in Cheong Hing lane, charged one Leong Apuk, who was residing with him, with stealing five flower baskets and selling them.

The prisoner, who admitted the charge and refunded the money, was called on to find security in $5 for one month.

THE STABBING CASE.

The remanded case, in which Alli Mahomed, a lamp trimmer on board the steamship *Tintoretto*, was charged with stabbing Mr. Hunt, the chief officer, was again further remanded for a week.

CHINESE INSURANCE COMPANY, LIMITED.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—To prove the utter incorrectness of the statement, which is being assiduously circulated that the above Company is not charged more than 6 *per cent.* on *any* premia, I give the following figures taken from the Reports of 1873-4, which will show conclusively that the Company during the past two years has been charg'd 9½ *per cent. on the total net premia.*

1873. Premia at credit of Co.	$250,539	
Less Re-insurances at debit	15,833	
		$243,706
1874. Premia at credit of Co.	$237,541	
Less Re-insurances at debit	7,645	
		229,896
Total net premia for 1873 4		$473,602
		$22,546
Do. Do. 1874		22,367
Total Commissions for 1873-74		$44,913

or rather more than 9½ per cent.

From the above I think people may now accept the statement that the Company *pays* 11 *per cent. and 5 per cent.* Commission on the net premia—according to where it is collected.

Yours faithfully,

A. Y.

Hongkong, September 15th, 1875.

THE BRIG "LEONORE" AND THE SPANISH GOVERNMENT.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In reply to an article published in your paper of the 14th of July last, alluding to a certain Captain Hayes, an American citizen, master and owner of the American brig *Leonore*, which was wrecked on Strong's Island, in the North Pacific Ocean, allow me to make the necessary observations and explanations, to rectify the mistakes of the *Diario*, a Manila paper, from which you have copied the narrative of your above-mentioned article.

The *Leonore* was wrecked as before-mentioned on Strong's Island, and not on the Carolinas, as I have never visited the said group of islands. It is true that I arrived at Guam in March last, in the American whaler *Arctic*, on my way to Japan, where I was going to purchase a vessel. I heard in Guam that the schooner *Pearl* was offered for sale. I bought her, and then fitted her out for the Pacific Islands. I sailed afterwards to the Northern Point of the Island, where I had to take provisions, which were previously bought from a German, who had a farm in the said place, where I had to remain for a longer time than I intended on account of bad weather.

On the night of the second day of my arrival at the said place, some Spanish exiles in Marianas came on board, and desired me to carry them out of the Marianas. I refused to comply with their request, and sent immediately a native with a letter to the Harbour Master, asking for help to take these exiles out of my vessel, which messenger never returned. Next morning I went on shore to take a bath, when my boat was seized and my person arrested by the chief constable, José Perez, who had orders from the Governor of Guam to go on board and seize the exiles, but not my boat, nor my person. The said orders were not followed by Perez, as he was afraid to interfere with the exiles.

I was afterwards placed in the Guam jail; and then sent to Manila. The exiles took advantage of the time when I was arrested, and ran away with my vessel, in which was all my luggage and private effects.

By the preceding statement it will appear to you that my troubles with the Spanish government do not arise from kidnapping the natives of Marianas, in which cruel and inhuman traffic I have never been engaged in my life.

I hope that you will be kind enough to publish my letter to vindicate the character of an old and hard-working as well as honest seafaring man.

Yours truly,

W. H. HAYES.

Manila, August 31st, 1875.

CANTON.

(From our own Correspondent.)

An imperial edict, of which you are no doubt already aware, has been issued dismissing Ying Hôn, from the Viceroyship of Canton. He has been ordered to return to Peking immediately, to await his punishment from the proper Board. The members of his suit will return to their native places at once. The Viceroy's place is being filled by the Lieutenant Governor, Cheong-chen-tong.

The other day, a band of robbers went to a piece goods shop situated near the East Gate, and endeavoured to force an entrance. The watchman of the street perceived them and raised an alarm, when the ruffians turned upon him, murdered him, and then made off. The matter has been reported to the authorities.

Mr. Edward A. Freeman has received from the King of the Greeks the insignia of a Knight Commander of the Order of the Redeemer.

The young Gaekwar of Baroda, besides receiving instruction in English, is being drilled daily at his own express desire in horsemanship and musketry by a European officer.

MACAO.

(From our own Correspondent.)

4th September.

The Chinese revenue cruisers and the Custom Posts at this port are interfering most seriously with the small trade still existing between here and the West Coast ports. Junks from those ports, bound hither with merchandise and provisions, are seized by the revenue cruisers and compelled to alter their destination and proceed to Canton, and small craft, with rice, fruits, vegetables, firewood, &c., from the villages up the river are also prevented from carrying their wares to Macao for sale. I am of opinion that the Portuguese Government ought to take immediate and energetic measures to prevent such abuses, which operate greatly to the prejudice of the port, where it is impossible to produce anything like sufficient provisions for the consumption of the inhabitants, and consequently everything has to be imported from Canton and the neighbouring villages. The prices of all necessary articles of consumption are getting higher every day, and, with a declining trade, the increased cost of living is felt severely.

SHANGHAI.

The runners at the Mixed Court are complaining of the strictness with which the Chinese Magistrate Hsieh insists on the punishments he orders being carried out, often himself superintending the bamboozing to see the blows are given properly. Such energy takes from the runners a good slice of their income, derived from payment by culprits for either a light infliction, or total evasion of the bamboo and other punishments; and, as it is said they have other emoluments have been reduced to almost nothing since Hsieh's accession to the office. Under his easy-going predecessor, the officials reaped a steady harvest of *cash* or dollars, according to the social status of the delinquent. On the 10th inst., they threatened to carry their complaint to the Chehsien, in the hope that he would do something towards restoring matters to their former prosperous condition.

The illuminations at the French Municipal Hall on the night of the 7th instant, attracted large crowds of Chinese, not only from the immediate neighbourhood, but also from the city and suburbs, and the police had a difficult task to perform in keeping the immediate approaches clear for carriages and jinrikshas. As the night wore on, the crowd became turbulent, but at first confined their demonstrations to hooting and shouting at the occupants of vehicles as they approached and departed from the Hall. The police, thereupon, tried to keep them further back and to open a lane through them. This they resented by more shouts and yells, and immediately afterwards began throwing stones, brick-ends, and other missiles, in regular volleys, which lasted for some minutes, many of the police being hit, several of them receiving bruises and abrasions on the face or head. They nevertheless behaved with great forbearance, although armed, contenting themselves with pushing the crowd back, and apprehending those who were most prominent in the disturbance. The Chinese who were arrested by the French Police, for assaulting them by throwing bricks, &c., &c., at the Garden Concert, on the 7th instant, were brought before the French Mixed Court on the 9th instant. The delinquents, 19 in number, were sentenced to periods of one to two weeks' cangue and from 40 to 50 blows of the bamboo each. The ringleader, however, was sentenced to 100 blows with the heavy bamboo and one month's cangue.

The Meeting of Ratepayers on the 9th inst. was well attended, in the morning, to hear the expected debate on the hospital question. The subject was very fully discussed by various speakers, and an amendment in favour of the institution being placed in the hands of the Council, was eventually carried by a narrow majority. The whole of the morning sitting was occupied with the debate, which was brought to a close only at noon. An adjournment was then had till 2 p.m., when a much smaller number were present to consider the proposed reassessment of Land and Houses. The question was raised at the outset, whether, in view of the abolition of proxy voting, the Chairman was entitled to use the votes of Ratepayers who had been present but had left the meeting—as contemplated by Rule 5 of the present rules of procedure. It was argued that rule was founded on a system of proxy voting, and must collapse with the abolition of that system. The reply was that, under Clause XV. of the Land Regulations, one-third of the Ratepayers must be present or represented, and without their "left" votes the required number were not present. But it was contended that that requirement did not go beyond the constitution of the meeting in the first instance. The adjourned meeting was the same meeting as in the morning, and to rule that it was incomplete would be to admit that a count-out could be moved at any moment during the proceedings. General opinion (including that of the Legal Advisor of the Council and of two other legal gentlemen present, who set an example of unanimity to the doctors) was against the Chairman's right to use the "left" votes, and in favor of the meeting being legally constituted without them. Mr. Purdon accordingly promised not to use them; but just at the moment two more Ratepayers came in, completing the required ¼, so things were made right either way. The rule about "left" votes vesting in the Chairman, is a monstrosity which had better be elided at the next meeting. The Assessment resolution was then taken up for discussion, and was passed with a few amendments. The meeting separated with mutual expressions of thanks, by the Ratepayers to the Chairman, by the Council to the Ratepayers, and by the Ratepayers to the Council.—*N. C. Daily News.*

It is with much regret that we have to record the death of Capt. R. H. Bergman of the China Navigation Co.'s steamer *Tamsin*, which occurred on the 6th inst. at Nagasaki, whither he had gone in the hope of benefiting his health. The remains will, we believe, be brought to Shanghai by the the steamer *Oregonian*.

Our readers will no doubt remember the murder committed not long since upon an old man who acted as custodian of the Rev. Mr. Muirhead's chapel in the city of Shanghai. The assassin, who had given himself wounds of some severity in the hope of thereby supporting a story he told of the crime having been committed by the third party, was sent to the Shantung Road Hospital to be cured. There he was watched by guards sent from the Che-hsien's yamên, but nevertheless, when convalescent, managed to escape; having previously acknowledged his guilt, and knowing, we suppose, that a speedy death would be his sentence if he lost the opportunity given him by the carelessness of the watchmen. The Che-hsien, in consequence of this escape, and of that of another criminal effected about the same time from the City prison, was deprived of his button, and ordered to find both the fugitives within a certain time, on pain of dismissal from office altogether. Half his troublesome task has been accomplished; the perpetrator of the murder in the chapel has, we are informed, been captured at Hung-chow. The other man, an old and well-known rascal, named Ku A'yung, was particularly wanted by the Ên-t'ai, and is still at large, though being diligently hunted by the yamên runners and detectives. If he shows anything like the dexterity in concealing himself that he evinced in the manner of his escape, the Che-hsien will yet have some considerable difficulty in putting salt on his queue; but as the magistrate has sent far and wide to have him re-arrested, we suppose it is merely a question of time. As for the man just issued at Hung-chow, his trial will take place here, we supposed, at no distant date; and there is little doubt that the sentence pronounced on him will be decapitation.—*Shanghai Courier.*

CHINKIANG.

Messrs. Spencer & Wolff write from Chinkiang, on the 8th September:—We cannot advise a particularly active business in Piece Goods during the past week, but there has been less difficulty in effecting sales, and altogether things look far more promising than they have done for some time past.

KIUKIANG.

4th September.

The weather is at last milder; rain has been steadily falling for the last three days, and the thermometer went down from 92° to 79° suddenly. H. M.'s gunboat *Mosquito* arrived here on the 1st of the month *en route* for Hankow, where she is going to relieve the *Swinger*, and left again the morning after. The *Swinger* is expected here in few days and will, we hope, make a longer stay than the *Mosquito* before her departure for Chinkiang, where she is to be stationed. The Chên-tai, Chên Wên-ping, returned from Nanking few days ago; he was on leave for some time past and had taken this opportunity of going to visit the Viceroy. The settlement is still to some extent surrounded by water, but it is falling rapidly, and we hope before long to be able to "corn" a few snipes, which are just making their appearance. No cricket will be yet possible for some time, the cricket-ground being under the water also. Meanwhile, we try to keep up some excitement at fives, and a grand handicap match will be played in a few days. We have had lately some additions to our little club; amongst them is the Commissioner of Customs, who has made up his mind, at last, to become a member.—*Celestial Empire.*

TIENTSIN.

4th September.

It is several weeks since we have had any rain, and it has been quite as long since we had any *news*. People are longing for both, and express great dissatisfaction at the absence of both. To-night it is cloudy; the sky has a very rainy look—indeed, a few forlorn drops are falling, just as disconsolate surmises are dropping from hearts weary with waiting for the coming disclosures. Mr. Wade and the clouds have been equally close; it is to be hoped they will both open out their treasures soon. Just now they are alike, wandering and uncertain.

Mr. Wade returned from Chefoo in H.B.M.'s gun-vessel *Dwarf*, last evening. The Admiral's yacht, *Vigilant*, also came to Taku, from which place the Admiral accompanied Mr. Wade to Tientsin in the *Dwarf*. We understand that the Admiral leaves in the *Dwarf* to-morrow morning for Newchwang. Mr. Wade made a very early call on Li Hung-chang this morning. Governor Li returned the visit at the British Consulate, but no one knows what transpired. Perhaps Mr. Wade will again visit Li to-morrow. But of this no one has any certain information. It is questionable which is the most numerous class just now—know-nothings or fanciers. No one has a "fancy," or a "guess," or a "surmise." There seems to be a prevailing feeling that "the affair" is practically settled,—amicably—except the arranging of details. But not a soul can be found who knows anything, or has the least data on which to base a surmise.

The barque *Armenia* left yesterday.

An unfortunate accident occurred a few nights ago, causing the loss of a Chinese boatman. The schooner *Marian* was being towed up the river. At about 10 p.m., a boat was seen trying to run across the bow of the tug *Pathfinder*. By "porting" her helm, the tug just cleared the boat, but the schooner, though "porting" her helm as soon as the boat was seen, was less fortunate. The boat caught on one fluke of a hanging anchor, which cut a great gash in her side, and lifted her partially out of the water. She afterwards sunk. All the men clambered on board the *Marian*, save one, who appears to have fallen overboard and was drowned. The boat had no light, and seems to have run directly into danger. The schooner was also at fault for depending entirely on the lights of the tug, to the neglect of nautical regulations, which require side-lights in such cases.—*N. C. Daily News.*

PEKING.

There seems to be little doubt that the Yunnan affair is practically settled, the understanding that the guilty parties in Yunnan shall be punished, that an indemnity shall be paid to Mr. Margary's family, that a trade route shall be opened between Yunnan and Burmah, that the lekin taxes shall be better regulated, and that freer intercourse shall be established with the different branches of the Chinese Government. Details probably remain to be settled; but it is generally believed that their heads have been agreed upon.

It is reported that two ambassadors to England have been named by the Chinese Government. The first is Kwoh Sung-tao, at present Judicial Commissioner in Fukien, to which post he was appointed only a few months ago; and the second Hü K'ien-shên, a Taotai expectant at Peking. The first named of these two officers is a Hanlin of some distinction, and was formerly acting Governor at Canton for a few months. He has lived in retirement for some years, until his recent recall to office. His colleague is a much younger man, who has already had some experience of travel, having resided for a time in Japan.

The *Peking Gazette* of the 1st instant contains a somewhat startling decree, removing the present Governor-General of the two Kwang provinces, Yu-Ho, from his post, and ordering him from Canton with all his official suite, to await at Peking the punishment he has incurred by sanctioning the re-establishment of the *Wei Sing* gambling lotteries. The present acting Governor-General of the two Kiang, Liu Kw'ên-yih, is named his successor, and Liu-ping-chang is named Governor of Kiangsi. The Governor of Kwangtung is to act as Governor-General until the arrival of Liu Kw'ên-yih at Canton.—*N. C. Herald.*

INFANTICIDE IN CHINA.

Shocking and unnatural as the practice of female infanticide appears to Europeans, and much as the "vexed question" of its prevalence or the contrary among the Chinese has been discussed, we fear that it has long been far too common a custom in this province of Kiangsu. Native evidence assures us that on the birth of a daughter to a poor man, if she be not wanted in the family, it has long been quite an everyday matter for the father coolly to thrust the infant into an earthenware pot, and cover it up with the lid, which is not opened until an hour or so has elapsed, when the work of death is found to be accomplished. It is added that no trouble is afterwards taken to provide decent burial for the poor little body, but that it is thrown out among rubbish or sewage, and no one takes notice of so ordinary an occurrence. Horrible as this is, we are assured that it is a well-established practice partaking of the sanctity of "old custom" in the eyes of the Chinese. We hope, however, that certain measures which are being taken at present by the Tao-t'ai and the mandarin next in rank to him in Shanghai, the Hai fang Tung-chê, may be successful in stopping these inhuman doings in some degree. The Tung-chê, having been directed by the Tao-t'ai to take the matter in hand and see what could be done, has published his views on the subject. He exhorts the inhabitants of the *fu* to kill their daughters no more, but when one is born to them, whom they do not think themselves able to bring up, to report the fact to him instead of resorting to murder to relieve them of the burden. If the child born be a boy, says the Tung-chê, I know it is safe; you all want to have sons; but in the case of a daughter, rather than that you should kill her I will provide some cash for the mother, and she must nurse the child until it is three months old. Then, if the family still wishes to get rid of it, it is to go to an Asylum for such infants—more desolate than orphans—in which they will be reared if possible, and a fair chance of a happy future will be provided. To attain this object money is of course wanted; and we understand that the hat is being sent round among the Chinese merchants and storekeepers, who are subscribing, we believe, pretty cheerfully to the good cause. This movement is very creditable both to the Tao-t'ai and his delegate; and we wish them every success in their endeavours to put a stop to a state of things that a civilized being cannot think on without a shudder.—*Celestial Empire.*

THE GREAT SILVER MINES OF IKUNO, JAPAN.

A notice in the recently issued Annual Report of Mr. Consul Annesley, of the great success which had attended the introduction of European machinery at the silver mines of Ikuno, and the proximity of the place to Hiogo, induced us recently to pay a flying visit there and see the working. . . . The first thing that strikes the eye of the visitor is the works themselves, with their "tallest chimney in Japan," which incidentally illustrates the clannish rivalry so strongly developed in the Japanese. The Mint at Osaka was generally credited by foreigners as possessing the smoky distinction above quoted,—and it for a short time did; but the Ikuno folks, finding out the fact, ran up their chimney a few feet higher and, we will hope, put the faces of the wretched Osaka people to standing shame. On the hill side above the works are to be seen the houses, on a small platform, of a stationary engine to work the shaft now being driven down in the rock; a number of places like large rabbit holes; and a tramway which runs round the face of the hill, connecting the said holes with a series of shoots, down which the extruded ore is passed to the works. After a clamber up the hill face, we enter one of these holes, which turns out to be the mouth of a gallery about six feet square. After reducing ourselves, by a judicious change of clothing, to a more perfect representation of dirty blackguardism than in our moments of deepest humiliation we had heretofore considered possible, we traverse in the pursuit of knowledge one of the eight miles of these galleries which the working at present contain, and see the first process of removing the ore by blasting, the fuses for which were at first imported from abroad, but are now all made on the premises, at a saving of more than seventy five per cent. Emerging, we find the ore at the deliveries of the shoots being broken with hammers into pieces varying in size from one's fist to a walnut, the richest portions being broken the smallest. The least rich and those containing a preponderance of other minerals are said aside for consumption at convenience, and the more choice morsels set out according to quality in five classes (for different treatment), of an estimated value, on appearance of bearing silver in the proportion of from eighty dollars per ton to five thousand and upwards. These fragments are then pounded into dust in crushing mills, and the dust baked in ovens, with common salt—chloride of sodium. Hitherto the silver has been combined with sulphur, but in these ovens a chemical change takes place—the chlorine of the common salt combining with the silver (and the ten to twelve per cent. of gold which the ore contains) and the sulphur of the silver combining with the sodium of the salt to make Epsom Salts, which we may mention goes off in the river, poisoning the fish. The ore—now a red earth—is then, by means of water and iron balls, thoroughly mixed with a large quantity of quicksilver, by means of revolving drums. Under this process the quicksilver takes up the precious metal, and when the amalgamation is complete the drums are emptied and the now comparatively valueless mud washed away. The combined (and still fluid) metals are then treated with hydraulic pressure against a leather sieve; through which free mercury is extruded, leaving a putty-like brilliant white amalgam. Heated in iron retorts, the remaining mercury contained in this amalgam is driven off into a condenser, to be used over and over again. The resulting lumps of metal, having been fused with borax, which brings away some scoriæ and other impurities in the form of scum, is run into moulds and sent to the Mint at Osaka. It contains in this form, in which it leaves Ikuno, about seventy per cent. of pure silver and ten of gold, the remaining twenty per cent. being nearly pure copper. Hitherto we have spoken alm at exclusively of silver, for hitherto and up to the present moment it has been and is the specialty of the mine. Till four years ago the Japanese worked it for silver only, discarding other metals, it being even asserted that they were ignorant of the quantity of gold the silver they produced contained. When Mr. Coignet was first appointed, the Government, for a year and a half, hesitated to admit that even with the inferior appliances at his command he could produce $4,000 a month of silver; but being once convinced they made an appropriation of $400,000 for European machinery, which arrived about two years ago, and, by the aid of a foundry and machine shop on the premises, supplemented by the efforts of the Yokoska Arsenal and the Kobe Iron Works, is now nearly all in working order. The out-turn at this moment averages $30,000 a month, exactly half of which goes to pay working expenses, leaving the Government a clear profit of $15,000 a month. As we saw before that, the population mainly supported by the mines is 15,000, the population of Ikuno and outlying hamlets is supported at a little more than $1 per head per month. The power utilised to drive the machinery is mainly water, brought four miles and a half in an artificial canal, and may be taken for nine months in the year at 250 gallons per second, with a fall 100 feet. For three months in the twelve this supply fails, and the works are driven by steam, for which purpose (in addition to four other engines otherwise employed) there are four engines of 25 h.p. each, the work of which is regulated by the fluctuations in the supply of water. In addition to the silver which is at present the principal object of attainment, the hills contain copper, iron, lead, and zinc, copper being commercially the greatest of these in importance. The copper is at present unworked independently, but next spring copper works are to be erected, and M. Coignet considers that the yield of the workings may be increased to an indefinite extent, and for an indefinite period in simple accordance with the quantity and quality of the machinery which may be employed. In the present imperfectly developed state of intercommunication in the country, transport is necessarily a heavy item of expense, in illustration of which it will be sufficient to state that coals, which cost at Shikama $5 a ton, cost at Ikuno $9.

With reference to the mineral wealth of Japan, a subject of great importance to the future of the country, M. Coignet's opinion is entitled to the highest respect. He says he believes that except with regard to the less familiar metals, such as zinc, &c., further investigation will discover no heretofore unknown valuable veins of minerals. The Japanese, as a people, are remarkable, beyond any Western nation with which he is acquainted, for a generally diffused knowledge of the more easily known metals such as gold, silver and copper; but he believes that the mineral wealth of the country is great, and that where the Japanese have the will to work their minerals, it is want of capital, and not want of knowledge, which stands in their way.—*Hiogo News.*

THE VALUE OF LAND IN NEW ZEALAND.

The Hon. William Fox, M.A., ex-Prime Minister of New Zealand, speaking at the annual meeting of the Emigrant and Colonists' Aid Corporation, stated that he had purchased some land in New Zealand at the low price of 10s. per acre, but roads had been made through it and it was now becoming occupied, and similar land to his could not be obtained for less than £10 per acre. He knew a London capitalist who, four years ago, bought of the Government 1,000 acres at £1 per acre, and land adjacent was now being sold at £3 2s. 6d. The making of roads and the increase of population had greatly enhanced the value of land in New Zealand. If 1,000 people increased its value 100 per cent., 2,000 would increase it 400 or 500 per cent.

DISAFFECTION ON BOARD H.M.S. "TRIUMPH."

A disturbance of rather a serious character has occurred on board the *Triumph*, one of the Channel Squadron ships, now at Devonport. Until the appointment of the present Commodore the men were permitted to congregate on the upper deck for conversation prior to turning in for the night, but now the men have been peremptorily denied the privilege. The disaffection occasioned by this step increased when it became known that a seaman's leave was stopped for 10 days because he wore elastic side boots, on the ground that in wearing them he was not in uniform. At first the men manifested their disaffection by chalking up in conspicuous parts of the ship uncomplimentary and threatening phrases to the Commander, and growling in an undertone at him as he walked his rounds. Eventually, however, a spit kettle was thrown at him by some of the crew, and he was struck in the leg with considerable violence. The quartermaster was summoned on deck, but he was unable to identify the offenders. Swabs and other things have since then been continually thrown about, and a court of inquiry is regarded as certain. The seaman punished for wearing elastic side boots has his grog stopped, stands two hours by himself on the upper deck daily, and a sentry stands over him whilst he partakes of his rations.

A SALVAGE CASE.

A case of salvage was heard before Sir G. J. Phillimore, in the High Court of Admiralty, London, on behalf of Messrs. Baird & Brown, of Glasgow, the owners of the screw-steamer *Crusader*, against Messrs. Glyn & Co., the owners of the screw-steamer *Zadne*, of Liverpool. The salvage services were commenced on the 19th January, when the *Crusader*, of an estimated value, with cargo and freight, of £44,000, was off the coast of Spain on a voyage from Nicolaieff, in the Black Sea, to Rotterdam, and the *Zadne*, of a total value of £45,000 was bound from Liverpool to Marseilles. It appears the *Zadne* had become disabled by the breaking of her screw shaft, and was somewhat at the mercy of a strong breeze from the S.W., accompanied with a heavy sea. The *Crusader* stood by her on the first night, and subsequently towed her towards Corunna. While communicating for a pilot, however, the towing hawser became entangled with the propeller, and temporarily disabled the *Crusader*. Both vessels were thereupon compelled to anchor, but the propeller being cleared, the *Zadne* the following morning was towed into Corunna Har

MISSING SHIPS, 1873-74.

The most unsatisfactory feature in the present wreck return is the great number of *missing* vessels. Notwithstanding the reasons we have given for the exceptional increase in the receipt of reports of this class of losses in the year, the numbers are truly alarming. Let us think what the numbers are! *Missing vessels*; vessels that no one knows anything about! Besides all the *known* and described wrecks, with their 2,100 lives lost, 150 British ships disappeared, clean gone, wiped out like a grease spot, never heard of after leaving port; and this in one year's records. With the 150 missing ships there are also 2,381 missing men—a good many struck off the muster-roll in a year from one "class" of casualty only. "Being missing" costs the country something. No one can tell the cause of loss; but from evidence as to the loss of other ships it is only reasonable to put them down chiefly to unseaworthy seamen, some to inevitable accident, and some to defects. Would surveys of the ships have prevented the loss? We find on reference to the Registers of Lloyd's, the Liverpool Book, and the Bureau Veritas, that nearly 60 per cent. of the finest of these missing vessels were classed in one or more of these registries, 60 per cent. we know to have been classed, and probably many of the colonial vessels were classed in local registers. It would therefore be idle to suppose that universal classification would be a sufficient remedy for these disasters, when more than half of the missing vessels in this, the worst year we have ever had, are known to have been surveyed and classed in one or other of the three of the very best associations in the world. We observe, also, that considerably more than half these missing vessels sailed from foreign and colonial ports.—*Nautical Magazine.*

MECCA.

The *Börsenzeitung* publishes some information from "a wealthy Arabian merchant" about Mecca. The grand sheriff, he says, is richer than his master, the Sultan; he speaks French, and has French dishes at his table, and eats on the finest china, but never uses a knife, fork, or spoon. The furniture of his house is made in the European style, and comes from Constantinople. Life in Mecca during the pilgrim season, when there are about 100,000 pilgrims in the town, is much more expensive than at other times; beef is 8d. a pound, and bread 1½d. a pound. The streets are lighted up with petroleum, and the expense of lighting is borne, not by the municipality (which, however, provides the lanterns), but by each householder. The streets are all paved, and many of the houses are seven stories high. There is a post-office in the town, which sends letters once a day to the harbour of Djeddah. Letters are brought to the houses to which they are addressed, and it is customary to give the postman a piastre (3d.) for his trouble. There is also a photographer in the town; but no Christian books are to be found in the booksellers' shops, as their sale is not permitted. House-rent is high: the rent of a ten-roomed house for the twenty days of the pilgrimage amounts to £60. The schools in Mecca are very much neglected, but the religious services are largely attended. About 500 mollahs and dervishes assemble in the court-yard of the Kaaba every evening to give religious instruction, and many thousands of people come to hear them. Austrian, English, and Turkish money circulates freely in Mecca, but German and Russian coins are little known.—*Pall Mall Gazette.*

SCANDINAVIAN POLICY.

The Danish correspondent of the *Schleswische Zeitung* says that there is much talk at Copenhagen just now of a Russo-Swedish alliance. Bernadotte laid down as a programme for his successors that the policy of Sweden should be an insular one, and this view has met with much favour among the people, especially since the democracy has acquired greater influence. When a country has, like Sweden, kept free from war for sixty years, the population naturally looks with anxiety on the prospect of a change in its foreign policy, especially when its army is on so antiquated a footing. The geographical formation, too, of the Scandinavian peninsula would, in the event of an attack by a great Power, make it impossible for Sweden to detach any portion of the force required for her own defence in order to give assistance to an ally. It is therefore, the correspondent thinks, very unlikely that the plans of a Russo-Swedish alliance will be realized; but the Danes catch eagerly at every plan which gives them a prospect of coming to a settlement with Germany in regard to North Sleswick. It is unquestionable that since the time of Queen Christina Sweden has inclined to France rather than to Germany, and when Scandinavianism became fashionable in Denmark, a similar feeling manifested itself among the Danes. The principal foreign language which is now taught in Danish schools is French, instead of German; the university and the higher colleges are in the hands of the National Liberal party, and the Danish ladies, who have great influence with that party, are zealous supporters of France. What the Ministry will do in this and other matters is at present a profound secret, and no disclosures will be made until the autumn, when the Rigsdag is to meet.—*Pall Mall Gazette.*

A ROYAL WEDDING IN INDIA.

A correspondent writes to the *Madras Times*:—Vencatagherry, in the North Arcot District, was lately the scene of some grand doings, the occasion being the celebration of the marriage of the Rajah of Vencatagherry's second son, given in adoption to the Rajah of Pittapore, in the Godavery District. His Highness of Vencatagherry had been on a visit to Pittapore to arrange for the event, and having effected the object of his visit, returned to Vencatagherry to carry out the arrangements. Soon after his return, he despatched a deputation to his Hiis Highness the Nizam's dominions, to invite the Rajah of Kolapore, a relative of his, to the wedding. In compliance with this invitation, the Rajah of Kolapore, after performing a long journey, arrived at Vencatagherry with a retinue, composed of a small body of cavalry and infantry and a pack of hounds, evidently bent on sport. Prior to the celebration of the wedding, having received intimation of the prevalence of cholera at Chittoor, Cuddapah, Terupatty, &c., the Rajah published a notification in the Nellore *District Gazette*, stating that he would distribute food and money to Brahmins and others from abroad; and also took precautions to keep the cholera out of Vencatagherry. The ceremonies commenced by the Rajah of Vencatagherry, and all his family going in procession to the temples of Vartharajahswamy and Casiviswanathaswamy, the tutelary dieties of the State, to invoke, as it were, their permission to the celebration of the marriage. This having been done, the Rajah next performed a rite which a good many of your readers will no doubt regard with some curiosity. It is a custom amongst the Vencatagherry Rajahs on occasions of this kind to effect and celebrate the marriage of one of the descendants of one Yasadoo, who was a pariah to whom the Rajah's forefathers owed all their fortunes. In conformity with this long-standing custom, a pariah boy and a girl of the same class were married at the Palace the day before the wedding of the daughter and son of the Rajah, which took place on the 4th and 7th ultimo. There are but few Government officials here, all of whom were invited to the marriage. Besides the other expenses incidental to an occasion of his sort, the Rajah must have invested liberal sums in the shape of presents to his officials and servants, for the said presents consisted of golden bangles and Benares and Madura handkerchiefs and garments ranging in value according to the respective rank of the recipients. I hear that the Rajah has resolved to distribute food and money to the Brahmins and others of the poorer classes, after the 16th for a fortnight, in pursuance of his notification above referred to. The Rajah's son, after the marriage, was taken in procession from the Palace in great pomp. First marched his little band, which discoursed sweet (English) music; then came troops of infantry and cavalry, in great uniforms, followed by a large number of state horses handsomely decorated with silver ornaments and harnesses richly bordered with gold lace; next came his huge elephants with very costly howdahs and embroidery of various kinds, some of which were of pure gold, and others of silver. Mounted on one of these, sat the happy bridegroom in a beautifully ornamented howdah, usually called the "Bungari Humbarry," with an attendant on either side fanning him. In front of him were the pogoda *dasees* (dancing girls) going through the various feats characteristic of their performances. People from all quarters thronged round the procession and swelled the crowd to an immense proportion. In conclusion, I may mention that the weekly meetings of the Gyanab Samaj, a society organized by His Highness the Rajah for the use of his learned friends, and over which he kindly presides, have been adjourned for five weeks.

THE ADVANCE-NOTE SYSTEM AND FREEDOM OF CONTRACT.

The present system is not freedom of contract, and therefore to break it down would not be to "interfere with freedom of contract." It is only throwing dust in the eyes of the public to assert that to break it down would be to interfere with freedom of contract. We are not referring to present law, but present "system." The present "system" is this: the seaman stipulates for, and the owner promises to give, an advance of wages, of a certain amount; it the seaman *means* anything by an advance on account of wages, he means value for the amount appearing in the articles of agreement as cash; the sum that is deducted from the seaman's wages, as if it were cash paid to him; but under the "advance-note system", the seaman does not get the cash named and stated to have been advanced to him, or anything like it. *He* gets by the "system" something instead of the cash—viz., a piece of paper, an advance note, which in the majority of cases, is of very much reduced value to him. How a "system" that gives the seaman no freedom to contract for a cash advance, but compels him to take a reduced sum by way of a note instead of *cash*, and then to have the full amount as cash deducted from his wages; how this "system" can be stood up for on the ground that it is freedom of contract, is to us unintelligible.—*Nautical Magazine.*

RUSSIA IN CENTRAL ASIA.

Under the above heading *The Times* lately gave a curious example of the confusion that so often falls on telegrams from abroad. In the first place, we were told by a Prussian correspondent that Lieutenant-Colonel Sosnovski, with two other officers and four Cossacks, at the command of the Russian Ministry of Foreign Affairs, were to set out from Hankow, in Southern China, with order to make their way through Yunnan and Sihuan to South-Western China. But Hankow is in the centre of China. The object of the expedition was to ascertain the real state of things in the mutinous provinces of the Celestial Empire, and also to find a direct caravan road from South-Western China to the Russian territory. Where Sihuan may be it is difficult to guess, no place of that name being known in China. Yunnan, no doubt, is a province of South-Western China, in which a great insurrection has been stamped out vigorously. But how this expedition, unless it be blessed with wings or provided with a magic carpet, is ever to reach Russian territory by travelling in this direction, with the whole breadth of Thibet and its great mountain system across the line of march and the desert of Gobi beyond it again, is a puzzle. For this purpose Colonel Sosnovski was to cross the entire province of Hanan (?), and, "threading his way through the Gobi wilderness, make for Kami, Baikul, &c." Hanan, like Sihuan, is unknown to geography. But if, as we are told, the gallant Colonel is in South China, half the breadth of Asia lies between him and Kami, on the borders of Russia, his track lying across the most impassable regions of mountain and snow and desert close barred on the Chinese and Thibetan side by the unsleeping watchfulness of a jealous and hostile race. The only conclusion to be drawn from this unintelligible story is that Russia is busy in exploring her neighbour's territories, with a view to see whether a caravan road can be designed or found by which her markets on the southern borders of Siberia may be put in communication with the richer provinces of China to the south and west, more especially Szechuen and Yunnan, bordering on Burmah and Thibet. Yet, seeing the natural obstacles interposed by such vast systems of mountain and desert, all running east and west, and stretching across twenty degrees of latitude from Yunnan to Kami, nothing more impracticable could be imagined. All roads must run from east to west in the course of the valleys. North and South, any line would carry the traveller over mountain ranges far above the permanent snow line. Two great caravan routes alone have ever existed from the provinces of China, westward and northward in the direction of the Russian border and Central Asia, exclusive of the more direct northern road from Pekin to Urga and Kiachta. One starts from Yungshan in Nganhui, to Batang in Szechuen, and so through Lassa in Thibet, to Yarkand in Eastern Turkestan, and thence to Bokhara and Khiva. The other starts from Chunking in Shansi, trending through Shansi and Shensi, and then northward and westward across the Gobi Desert to Kamil, and so to Kuldja, the latest acquisition of Russia, and the most southern of her stations. But from the south-western provinces, except by Batang and Lassa, following for the most part the valley of the great Brahmaputra River, in the length of Thibet from east to west, there can be no routes from south to north across the great mountain chains. Whatever the Russians may be seeking, or whatever may be the direction given to the expedition of Colonel Sosnovski, we may be sure that he does not mean to reach Southern Siberia across Thibet.—*Pall Mall Gazette.*

COMMERCIAL INTELLIGENCE.

OPIUM.

WEDNESDAY, 15th September, 1875.

Hardly anything has been done in New Patna to-day, but holders of the drug show no disposition to relax their firmness; the rate for it, consequently, remains same as given yesterday. In New Benares also there has been no transaction, and it is nominally quoted at $580. Good Malwa continues in request, with sales on the before noted terms. On the 13th instant the stock of the drug in Bombay was 1,000 chests, and the quotation for it Rs. 1,292 with an upward tendency. On the same date Patna stood in Calcutta at Rs. 1,275, and Benares at Rs. 1,232, with a firm market.

EXPORT CARGOES.

Per steamship *Stentor*, for London, Congou, 141,642lbs.; Scented Caper, 84,241lbs.; Scented Orange Pekoe, 50,648 lbs. For New York 50 cases Silk.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand,	4/0
Bank Bills, at 30 days' sight,	4/0½
Bank Bills, at 6 months' sight,	4/1
Credits, at 6 months' sight,	4/1½
Documentary Bills, at 6 months' sight	4/1½

ON BOMBAY.—Bank, on demand 220

ON CALCUTTA.—Bank, on demand 220

ON SHANGHAI.—

Bank, sight	72
Private, 30 days' sight	72½

SHARES.

Hongkong and Shanghai Bank Shares—26 per cent. discount.

Union Insurance Society of Canton, new shares—$50 per share premium, nominal.

China Traders' Insurance Company's Shares—$1,050 per share.

China and Japan Marine Insurance—Tls. 80 per share.

Chinese Insurance Company,—$207½ per share.

Hongkong Fire Insurance Company's Shares—$497½ per share.

China Fire Insurance Company's Shares—$137 per share.

Victoria Fire Insurance Company's Shares—$167 per share.

Hongkong and Whampoa Dock Company's Shares—40 per cent. discount.

Hongkong, Canton and Macao Steamboat Co.'s Shares—25 per cent. discount.

Shanghai Steam Navigation Company—Tls. 60 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$57½ per cent. discount.

SALES ON SEPTEMBER 15TH, 1875.

As reported by Chinese.

California Prawns, (dried), 20 bags, at $12.70, by Kwong-tai-chong to travelling trader.

Almonds, 4 bags, at $20.50, by Kwong-hang-tai to travelling trader.

Vermicelli, 32 bags, at Tls. 1.3.2.0, by Kwong-hang-tai to travelling trader.

Milled Rice, 2,300 piculs, at $1.63, by Wing-yee-chong to local trader.

Mushrooms, 10 cases, at $51.00, by Tang-chong-tai to travelling trader.

Brown Sugar, 120 bags, at $2.70, by Kwong-wing-shing to travelling trader.

Gypsum, 50 piculs, at 96 cents, by Shun-shing to travelling trader.

NOW ON SALE.

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,

By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.

PRICE: In Paper Wrapper, ... $1.50

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Apply at the *Daily Press* Office.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Despatched.
LONDON *via* SUEZ CANAL	Nankin (str.)	Brace	Hongkong	Siemssen & Co.	Quick despatch.
Do. Do.	Diomed (str.)			Butterfield & Swire	On or about 20th inst.
Do.	Ada	Asala	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
Do.	England's Glory	Knight	Hongkong	A. MacG. Heaton	Quick despatch.
Do.	Melbrek	T. Peirce	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
NEW YORK	Midnight	G. Wallet	Hongkong	Vogel, Hagedorn & Co.	Quick despatch.
COOKTOWN AND SYDNEY	Normanby (str.)	Reddell	Hongkong	Gibb, Livingston & Co.	Quick despatch.
SYDNEY *via* ADELAIDE	Corinne		Hongkong	B. Davies	On 30th inst.
SAN FRANCISCO *via* Y'HAMA	Belgic (str.)			O. & O. S. Co.	On 1st prox., at 3 P.M.
Do. Do.	China (str.)			P. M. S. S. Co.	On 15th prox., at 3 P.M.
SAIGON, SINGAPORE, &c.	Amazone (str.)	Champenois	Hongkong	Messageries Maritimes	On 18th inst., at noon.
SINGAPORE, BOMBAY, &c.	Peshawur (str.)	White		P. & O. S. N. Co.	On 25th inst., at noon.
HAIPHONG, TONKIN	Pernambuco		Hongkong	Landstein & Co.	To-day.
YOKOHAMA	Malacca (str.)			P. & O. S. N. Co.	Quick despatch
SHANGHAI	Teheran (str.)			P. & O. S. N. Co.	Quick despatch.
Do.	Glenlyon (str.)	Edward	Hongkong	Gilman & Co.	On or about 18th inst.
Do.	Patroclus (str.)			Butterfield & Swire	On or about 22nd inst.
SWATOW, AMOY & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	On 19th inst., at 10 A.M.

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WHITE KERSEYMERE and BEDFORD CORDS for BREECHES and PANTALOONS.

FANCY BLUE and BLACK COATINGS.

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LIGHT OVERCOATINGS for DUST COATS.

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1209 Hongkong, 6th August, 1875.

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ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

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FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

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Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, 14th September, 1875. [1393

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Hongkong, 14th September, 1875. [1394

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"GLENLYON,"

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STORAGE.

COALS received on Storage in First-class Godowns (lately known as those of Messrs. R. S. WALKER & Co.) of about 5,000 tons Capacity, situated on the Praya, West Wanchi.

T. G. LINSTEAD.

1909 Hongkong, 18th November, 1874.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

tf 419 Hongkong, January, 1867.

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information, and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the public that his Shop has been established since 1855, at Endicott's Lane, and that he has always a great quantity of BEST COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.

1y 1503 Hongkong, 23rd September, 1874.

Vessels on the Berth.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMALIA, PORT SAID, NAPLES, AND MARSEILLES;

ALSO,

PONDICHERRY, MADRAS, AND CALCUTTA.

ON SATURDAY, the 18th September, 1875, at noon, the Company's Steamship "*AMAZONE*," Commandant CHAMPENOIS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 17th September, 1875. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,

Principal Agent.

Hongkong, 10th September, 1875.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. *BELGIC* will be despatched for San Francisco, *viâ* Yokohama, on FRIDAY, the 1st October, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. of the 30th instant. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY,

Acting Agent.

Hongkong, September 1st, 1875.

STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, AND SOUTHAMPTON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*PESHAWUR*," Captain WHITE, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 25th September, at Noon, proceeding to Southampton and London, *viâ* Suez Canal.

Cargo will be received on board until Noon, Specie and Parcels at the office until 2 P.M. on the 24th inst.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness on such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*

Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 13th September, 1875.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S.S. "*CHINA*" will leave Hongkong for San Francisco, via Yokohama, on FRIDAY, the 15th October, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, via OVERLAND RAILWAYS.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 14th proximo. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B EMORY,

Acting Agent.

Hongkong, 15th September, 1875.

NOTICE.

LOW LEONG KENG, late of Singapore, but formerly of Chee Hung in the district of Ku Yee Cheang in China, *deceased.* WHEREAS the said LOW LEONG KENG, by his last Will and Testament, gave and bequeathed his residuary Estate and Effects unto his present son, LOW QUEI SEW, and any other son or sons he might have living at his death, whether by his second or any other wife or wives, and whether such sons should be illegitimate according to English Law or custom or not, and by the same Will certain legacies were given to each of the daughters of the said deceased, NOTICE IS HEREBY GIVEN, Pursuant to a decree of the Supreme Court of the Straits Settlements (Division of Singapore) made in the cause of LOW QUEI SEW, an infant, Plaintiff, versus LOW SOON WAN NEO, Executrix of the last Will and Testament of the said LOW LEONG KENG, deceased, Defendant, the Persons claiming to be sons or daughters of the said LOW LEONG KENG living at the time of his death, on the 18th day of February, 1873, or to be the legal personal representatives of such of the said sons and daughters as, having survived the said deceased, and attained the age of 21 years, are now dead, on or before the 1st day of November, 1875, to come in and prove their Claims before the Registrar of the Supreme Court of the Straits Settlements (Division of Singapore), or, in default thereof they will be peremptorily excluded from the benefit of the said decree.

Dated this 12th day of August, 1875.

C. E. VELGE,

Registrar.

AITKEN, DONALDSON & BURKINSHAW,

1820] *Attorneys of the above-named Plaintiff.*

NOW ON SALE.

BOUND VOLUMES of the *China Overland Trade Report* for the Year 1874. Price Ten Dollars.

Apply at the *Daily Press* Office.

Hongkong, 1st February, 1875.

Post-Office Notifications.

A mail will close

For Hoifung and Saigon.—Per *Pernambuco*, to-day, the 16th inst., at 9.30 A.M.

For Callao.—Per bark *Livingstone*, to-day, the 16th inst., at 11.30 A.M.

For Singapore.—Per

Extracts.

ANIMA ANCEPS.

Till death have broken
Sweet life a love-token,
Till all be spoken
That shall be said,
What dost thou praying,
O soul, and playing
With song and saying,
Things flown and fled?
For this we know not—
That fresh springs flow not
And fresh griefs grow not
When men are dead;
When strange years cover
Lover and lover,
And joys are over
And tears are shed.
If one day's sorrow
Mar the day's morrow—
If man's life borrow
And man's death pay—
If souls once taken
If lives once shaken,
Arise, awaken,
By night, by day—
Why with strong crying
And years of sighing,
Living and dying,
Fast ye and pray?
For all your weeping,
Waking and sleeping,
Death comes to reaping
And takes away.
Though time fend after
Roof-tree from rafter,
A little laughter
Is much more worth,
Than thus to measure
The hour, the treasure,
The pain, the pleasure,
The death, the birth;
Grief, when days alter,
Like joy shall falter;
Song-book and psalter,
Mourning and mirth.
Live like the swallow;
Seek not to follow
Where earth is hollow
Under the earth.

—*Swinburne.*

EXTRACTS FROM MR. F. MARSHALL'S INTERNATIONAL VANITIES.

PERSONAL COLLISIONS OF AMBASSADORS.

When each Ambassador urged unlimited pretensions, when diplomatists of position seldom stirred abroad without their train of armed attendants, and when international animosities were virulent, personal collisions were frequent. So late as 1661 the Spanish envoy attacked his French colleague in the streets of London, hamstrung his horses, and killed some of his men. Within the precinct of the Embassies, Embassadors had the right of life and death over the *personnel* of their establishments, and it led at times to grave embarrassments. When the famous Sully was sent on a special mission to England to congratulate James I. on his accession, one of the Frenchman's suite murdered a citizen of London. Rosny judged and condemned the culprit off-hand, and courteously sent to inform the Lord Mayor that he might fetch him away and hang him when he pleased. In the meantime, however, the resident French Minister interposed, and James granted the life of the offender. Sully however, with his countrymen at home were fiercely indignant that a foreign King should have remitted a competent sentence, although on the intercession of an accredited French Minister.

ORIGIN OF ROYAL TITLES.

The origins of some Royal titles are curious. Considering that they were often self-appropriated, and very tardily acknowledged beyond the practices of the princes who assumed them, it seems strange that no one should have thought of claiming the designation of Emperor in Western Europe between the fall of the Western Empire and the rise of Charlemagne. It was in the 17th century that the Czars began to style themselves "Imperatores" in the Latin translations of State papers they addressed to other Powers. Leopold I. protested vigorously, even threatening to return the offensive documents. Peter, however, persisted with characteristic obstinacy; and, in 1721, the coveted title was conferred on him in the vernacular, by his own Senate and the Holy Synod. But although most of the other European States were content to follow the example of England, which already had accepted the new dignity, it was 23 years before the German Emperor would recognise an Imperial brother in the Northern *parvenu*. The history of the Prussian "Kingdom" was not dissimilar, and the creation in our own century of the three "Empires" of France, Brazil, and Mexico without any formal objection on the part of the society of nations, shows how much less straitlaced we have become in these respects. It can scarcely, however, be called a sign of the times that the religious titles which were once so highly valued have fallen now into very general disuse. France may style herself "Very Christian;" "Catholic" is a legacy to the Spanish Crown from the days of the glorious conquest of Granada. The Sovereigns of Hungary and Portugal are respectively "Apostolic" and "Very faithful." But the Queen of England and the Emperor of Austria are the only rulers who describe themselves by their religious titles; the others simply allow these denominations to be employed towards them. This is the one example which exists of the voluntary renunciation of an honour among Sovereigns. The popular designation of "Mikado of Japan" is a misnomer. "Mikado" really corresponds to "Sublime Porte," meaning literary "Royal Gate." The solitary title of the ruler of the Empire of the Rising Sun is Ten-o, the "Heaven-highest"—a triumph of superb self-assertion.

THE GREAT CHIVALRIC ORDERS.

The great chivalric Orders of the present day are all comparatively modern; some of them extremely so. Our own Garter and the Seraphim of Sweden are the most ancient. Both, by a singular coincidence, were created in 1344, "and if the Garter is admitted on the Continent to be the more glorious of the two, it is not because, as Selden urged, 'it exceeds in majesty, honour, and fame, all chivalrous Orders in the world,' but in reality because England is a bigger and stronger country than Sweden!" The Golden Fleece become a bone of contention between the rival branches of the Austrian House. Neither would consent to renounce the claim, and it was tacitly agreed that it should continue their common property. St. Stephen of Austria is greatly more modern than either St. Andrew of Russia or the Black Eagle of the Hohenzollerns. It was born in 1764 of Marie Theresa. But though there are but eight Orders that may be ranked of the first class, those of inferior degree have been infinitely multiplied, and every petty State has followed the example of its betters. We have heard a good deal lately of the savage Rose that blooms in the mahogany forests of Honduras, and there are 43 countries which dispose altogether of 143 Orders.

NATIONAL FLAGS AND EMBLEMS.

It is strange that of the three Eagles displayed by Austria, Russia, and Prussia, that of the youngest Power should derive its origin from the most remote period. It had been borne by the Order of the Teutonic Knights; and it is true that the House of Brandenburg laid violent hands on it when Albert of Brandenburg, Grand Master of the Order, turned their domains into a Margravate on changing his religion. But after all, in appropriating a flag the illustrious convert did no more than many Princes in and out of his own family are always doing in respect to territories; and the eagle that flies now in the colours of the German Empire, "goes straight back, possibly without a change of shape and colour, to the Crusades, and thence on again to Rome." As to the famous white standard displayed to Henry IV. at Ivry, and for which his namesake and descendant has chosen to sacrifice a cause and a kingdom, it cannot be traced beyond that first Monarch of the Bourbon dynasty. It was merely a display of the personal colours of the Bearnais—"it became military and Royal, but not national," so that if the Comte de Chambord has resolved "to impose this one flag on France to the exclusion of all others, then manifestly he puts himself historically in the wrong." If the white flag of the Bourbons is nothing more than the flag of a family, the waning crescent of the Ottomans has only been adopted as the symbol of a creed, since it was won by conquest from its original Christian owners. The crescent was the special mark of Constantinople; it lasted there for centuries, as a local and thoroughly Christian emblem. The Turks found it there and adopted it."

BARBARITIES OF THE DARK AGES

Monarchs had to give way to the brutal jealousies of their stupid subjects, and, for the sake of protecting rude home manufactures, proscribed the intelligent strangers who would have helped them to replenish their exchequers. Earl Harold and Cœur de Lion were seized as lawful prizes when accident discovered them in the dominions of their enemies. But wrecking for centuries afterwards was recognised as an honourable pursuit, and was exercised in most countries of Europe till times comparatively recent. Cases of it were frequent on the Welsh and Cornish coasts not so very long ago. It was only in 1681 that a Royal Ordinance reviewing the famous Roles of Oleron and imposing tremendous and exemplary penalties on their infraction seriously interfered with the practice in France, and in Russia, not 50 years since, Baron Ungern Steinberg was transported to Siberia for pillaging a lost vessel on the Isle of Dagoe. As for aliens who ventured voluntarily into strange countries in place of being cast up on the beach, although they might not be murdered on landing, they could not escape being robbed. All that can be said is that they knew what they had to expect. But when individuals emigrated in those days it was generally because they had to make a choice between the fire and the frying-pan. They fled to probable fines and pillage from certain death, confiscations, or imprisonment.

MANNERS AND CUSTOMS OF THE ASHANTEES.

The Royal authority is maintained by a carefully organised system of espionage and the most relentless severity. The King has about a thousand *kra*, a word which signifies the King's soul. They are put to death when he dies, and are, consequently, extremely careful to watch over his safety. Should one of the *kra* die during the lifetime of the King, all his money and jewellery go to the monarch. Indeed most of the free people in Comassie hold office of some sort, and on their death the King seizes their property. A public court is held every Friday for the trial of offenders. If the testimony is deemed insufficient, the accuser takes an oath that his evidence is true. If the accused persists in his innocence, he is forced to chew a piece of odum wood and afterwards to drink a pitcher of water. If he is sick in consequence, he is deemed innocent, and the accuser is put to death. If, on the contrary, no ill effects ensue, the accused is considered guilty, and suffers capital punishment. This seems barbarous to us, but we must remember that it is not so long since the trial by ordeal was abolished in England. The Ashantee code is, however, terribly severe. In the book under review a list is given of ten different offences which are occasionally punished with death; and we are told that the list is far from being complete. The offences mentioned are of the most trivial nature. For instance, no one may whistle in Coomassie; no egg must be allowed to fall and break in the streets; no drop of palm oil may be spilt in the streets. Murderers are put to death with the most horrible tortures.—*From "Four years in Ashantee."*

THE POET OF ANGLING.

But we have now to do with Wilson merely as an angler; and, to dwell first upon the practical side of angling, never was more consummate artist than he in choice of flies, and ability to send thirty yards of silk and hair across a roaring stream so that the line should light on the very spot behind the big boulder where lurks the salmon. His eagerness for sport, too, was unbounded; his appetite for fresh air, exercise, and wading, regardless of cramp or rheumatism, insatiable. No moorland with its thick crop of heather, no rugged mountain of granite, swathed in mists and dipping down to bogs which would swallow up an army, deterred his venturous steps when grouse were to be shot or trout taken. His mind was well stored with philosophy and poetry, and he was never weary of dilating on both with more of enthusiasm, perhaps, than of sound critical judgment, but still with a sufficiency of learning, a fund of humour, and a love of his own country's literature in particular, which make him a delightful companion by loch or river. If Sir H. Davy be the philosopher of angling, Wilson is as indubitably its poet. Let him once close his hand on the butt of the fly-rod, and what charming rhapsodies on natures, what touching reminiscences of youth does he not pour forth! Who can forget the inimitable progress of the angler, from the unbreeched child at the brookside with cooked pin and cotton line, through the boy catching his first trout, to manhood's struggle with a forty-pound salmon, which he traces eloquently that we reflect while reading wherein lies the true poetry of the craft. Angling, he shows us, binds together every age of human life with a chain of sympathetic memories, when a man is once smitten with enthusiasm for it. As Wilson wanders on from pool to pool, here extracting a grilse from "Bluidy Breeks," there a sea-trout from the "Gurly," but ever attended by a supreme love for nature, we are insensibly reminded of a brother poet's picture of one who

"Murmured by the running brooks
A music sweeter than their own."

Nothing is too prosaic for him to glorify. The salmon-fly, dressed like Iris, has often been celebrated in song; who but Christopher North could wax poetic over a fishing-rod?—"No hazel or willow wand, no half-crown rod of ash framed by village wright is now in his practised hands, of which the very left is dexterous; but a twenty-feet rod of Phin's, all ring-rustling, and a-glitter with the preserving varnish, limber as the attenuating line itself, and lithe to its topmost tenuity as the elephant's proboscis—the hickory and the horn without twist, knot, or flow—from butt to fly a faultless taper, 'fine by degrees and beautifully less,' the beau ideal of a rod by the skill of cunning craftsman to the senses materialized." When Wilson's last ramble by the streams of his beloved moorlands was ended, and death had laid his cold hand on the once vigorous prince of anglers, the ruling passion still exerted itself. Never was a more pathetic picture drawn than that which his daughter's affection has painted in her "Life of Wilson." He sat up in bed and called for his fly-book, took out the shining lures, and tenderly smoothed them one by one, then, carefully replacing them, laid himself down to die. In that glimpse of a worthy whose memory Scotland will ever cherish, Mrs. Gordon reminds us of the attitude in which another great angler, but greater divine, Dr. Nowell, wished posterity to remember him. In his portrait at Brasenose College, he stands leaning on his desk by the open Bible, while rods, lines, and fishing tackle are scattered beside him. What could better type the graver and the lighter side of angling?—*Fraser's Magazine.*

MIRTH AT MEAL-TIME.

Everybody should plan to have pleasant conversation at the table, just as they have good food. A little story-telling—it may be of humorous things, anecdotes, etc.—will often stimulate the joyous elements of the mind, and cause it to act vigorously and healthily. Think and say something pleasant. Cultivate mirth, and laugh when anything witty is said. If possible, never eat alone. Invite a friend of whom you are fond, and try and have a good time. Friendship and friendly intercourse at the table promote the flow of animal spirits and aid digestion. Think of a sulky churl munching his meat in a dogged temper. He will become dyspeptic. Never bring a corroding growl or complaint to the table. Is the pudding too salt? Was the bread burnt? Do not mention it—especially at the table. Let that pass, though you need not eat that which may not be palatable or healthy, but politely decline it. He who brings the most happiness to the table is the best citizen.—*Science of Health.*

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors, authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 °/₀ allowed.

HOLLIDAY, WISE & Co., *Agents.*

48 Hongkong, 8th January, 1875.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/₀) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/₀) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of premium charged for all steamer risks, besides which a brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risk to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/₀) only.

SIEMSSEN & Co., *Agents.*

tf 1028 Hongkong, 1st July, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.

THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

A. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on FIRST-CLASS Buildings to the extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 °/₀) upon the current local rates will be allowed on the premium charged for insurance; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

Hongkong, 1st January, 1874.

TANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/₀) on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1800 Hongkong, 4th June, 1874.

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/₀ allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 26th July, 1872.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rates of premium will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 251 Hongkong, 17th April, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co., *Agents, Royal Insurance Company.*

tf 1780 Hongkong, 28th October, 1874.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

Insurances.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $50,000 on any one

FIRST-CLASS RISK,
at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/₀) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents,*
Imperial Fire Insurance Company.

333 Hongkong, 1st March, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 °/₀ for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/₀) upon the current local rate of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

Insurances.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 °/₀)

GILMAN & Co., *Agents.*

tf 1063 Hongkong, 7th July, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. tf 385

HONGKONG MARKETS.

As Reported by Chinese on the 15th September, 1875.

COTTON GOODS.

COTTON YARN, No. 16 a 24 per 400 lbs.	$84.00 a	$105.50
" " 28 a 32 " "	112.00 a	117.00
" " 36 a 42 " "	118.00 a	135.00
GREY SHIRTINGS, 7 lbs. per piece	$1.75 a	1.80
" 8 lbs. "	2.03 a	2.10
" 8½ lbs. "	2.15 a	2.68
WHITE SHIRTINGS, 56 a 60 reed. "	2.15 a	2.30
" 64 a 66 " "	2.50 a	2.55
" 68 a 80 " "	2.80 a	3.45
WHITE SPOTTED SHIRTINGS per piece	2.35 a	2.40
WHITE BROCADES "	2.60 a	2.65
AMERICAN DRILLS, 30 yards "	2.75 a	2.80
" " 40 "	3.70 a	3.80
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs. "	1.75 a	2.15
" " 24 " & 36 " 8 lbs. "	2.10 a	2.18
DYED SPOTTED SHIRTINGS "	3.00 a	3.95
DYED BROCADES Do. "	3.70 a	3.95
DYED DAMASK Do. per piece	5.70 a	5.80
CHINTZ "	1.80 a	1.85
HANDKERCHIEFS, Blue per doz.	0.60 a	0.70
" Brown "	0.60 a	0.62
" Red "	0.70 a	0.75
VELVETS, Black, 22 ins. per yard	0.22 a	0.23
" Gentian, 22 " "	0.20 a	0.21
VELVETEENS, Black "	0.25 a	0.26

WOOLLEN GOODS.

SPANISH STRIPES, per yard	0.76 a	0.81
LONG ELLS, *MM* Scarlet, per piece	9.00 a	9.50
" " Assorted "	8.00 a	8.70
" *HH* Scarlet "	9.10 a	9.20
" " Assorted "	8.50 a	8.60
CAMLETS, 88S "	16.00 a	16.50
" 8S "	17.00 a	17.50
" S "	18.50 a	19.00
" *BBB* "	19.00 a	19.50
LASTINGS, *DD* "	15.00 a	15.50

METALS.

IRON, Nail Rod per picul	2.85 a	3.30
" Hoop "	3.60 a	3.75
" Bar "	2.85 a	2.95
" Wire "	7.90 a	8.15
LEAD "	7.50 a	7.75
STEEL, English per tub.	5.10 a	5.20
" Swedish "	5.30 a	5.40
TIN, Malacca per picul	23.00 a	23.50
TIN PLATES per box	7.00 a	7.20
SPELTER METAL per picul	23.50 a	27.00
QUICKSILVER, English "	97.00 a	—
" American "	100.00 a	—
SPELTER "	7.00 a	7.75

PRODUCE.

COTTON, Shanghai per picul	14.50 a	15.00
" Ningpo "	15.00 a	15.50
" Tientsin "	15.00 a	15.50
" Tungchow "	16.00 a	16.50
" Bengal "	14.20 a	16.00
ALUM "	1.50 a	1.75
BÊCHE-DE-MER, white "	4.20 a	4.40
" Black "	3.30 a	3.65
RICE, Bengal, Cargo No. 1 "	2.45 a	2.50
" " 2 "	2.20 a	2.25
" Siam, white "	1.55 a	1.60
" " mill cleaned "	1.45 a	1.50
" Manila "	2.35 a	2.40
" Singapore "	1.88 a	1.91
" Saigon "	1.48 a	1.51
" Arracan "	2.10 a	2.15
" Rangoon "	2.35 a	2.40
SALTPETRE "	4.50 a	5.25
COALS, Archan per ton		
" English steam "	11.00 a	12.00
" Sydney "	9.75 a	—
WINDOW GLASS per box	3.20 a	3.30
STRAITS PRODUCE, &c.,		
RATTANS, Straits per pol.	5.50 a	5.70
" Banjar "	4.05 a	4.16
PEPPER, White "	16.40 a	16.60
" Black "	10.20 a	10.50
BETEL NUT "	2.50 a	2.85
SANDAL WOOD, Malabar "	4.10 a	4.30
" South Seas "	15.00 a	16.50
SAPAN WOOD, Manila "	1.90 a	2.10
" Siam "	2.25 a	2.50
FLOUR, California, per sack of 50 lbs.	1.45 a	1.60
" American per barrel of 100 lbs.	3.10 a	3.20
" " of 200 lbs.	6.20 a	6.30
WHEAT, Tientsin per pol.	1.85 a	1.90
" California "	2.25 a	2.35
SUGAR, Canton white, 1 a 3 "	6.45 a	6.85
" Dk. Brown "	4.70 a	4.90
" West Coast, Dk. Brown "	—	—
" Manila, Dry White "	5.45 a	5.60
" Candy "	8.25 a	8.68
CAMPHOR, packed "	13.50 a	14.00
PEAS, White "	1.95 a	2.01
" Green "	2.10 a	2.25
" Black "	1.60 a	1.70
" Yellow "	1.88 a	1.90
MUSHROOMS "	50.00 a	55.00
SEAWEED, Green "	2.15 a	2.40
" Cut "	3.20 a	3.50
MOSSELS, Dry Siam large "	10.00 a	12.50
" " " middle "	5.10 a	5.45
" " " small "	5.10 a	5.25
VERMICELLI, Tientsin "	6.00 a	7.50
BEES WAX, Japan, White "	10.70 a	11.00
" Hankow "	20.00 a	21.00

SHIPPING IN THE CHINA WATERS.

Vessels.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
HONGKONG.					
STEAMERS.					
Adria	W. Breeze	Brit. str	781	P. & O. S. N. Co	Singapore, &c.
Albay		Span. str	269		Repairing.
Amazone	M. Champenois	Fren. str	1900	Messageries Maritimes	Saigon, &c.
Calabar	Hutchison	Brit. str	1022	Ah Yon	Saigon
Chancellor	Reynolds	Brit. str	1328	Jardine, Matheson & Co	Singapore, &c.
Cheviot	W. Watt	Brit. str	794	Wm. Pustau & Co	
Dune	W. Thomson	Brit. str	820	Yuen-fat-Hong	
Fame	Vickry	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan		Brit. str		H. O. & M. Steamboat Co	
Glenlyon	Thos. Edward	Brit. str	1373	Gilman & Co	Singapore, &c.
Iehang ‡	B. Martin	Brit. str	700	Butterfield & Swire	
Kinshan ‡	Cary	Brit. str	1050	H. O. & M. Steamboat Co	
Kiu-Kiang §	Benning	Brit. str	1061	H. O. & M. Steamboat Co	
Little Orphan	Finch	Amr. str	45	Captain J. B. Benning	Tug Plying
Ly-ee-moon	Forrest	Brit. str	611	Birley & Co	
Namoa	G. T. Westoby	Brit. str	864	D. Lapraik & Co	
Nankin	Brace	Brit. str	1330	Siemssen & Co	London
Normanby	J. Reddell	Brit. str	664	Gibb, Livingston & Co	Australia
Norna	C. Koch	Brit. str	606	Kwok Acheong	Swatow
Pawtuxet		Amr. str	280	Heard & Co	
Penguin	W. C. Cowell	Brit. str	1122	Jardine, Matheson & Co	Bangkok
Powan ‡	A. Benning	Brit. str	1890	H. O. & M. Steamboat Co	
Pernambuco	W. Hyde	Brit. str	643	Landstein & Co	Hoi-fung, &c.
Rajamattiauuhar	G. T. Hopkins	Brit. str	938	Yuen-fat-hong	
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	Repairing
Yot-sai §	W. Kentwell	Brit. str	180	Kwok Acheong	
Yottung		Brit. str	323	Kwok Acheong	Laid up
		‡ *Running between Hongkong and Canton.*			
		§ *Running between Macao and Hongkong.*			
SAILING VESSELS.					
Alva	E. A. Souza	Port. sb	632	Brandao & Co	
Amiral Devoulx	P. Carrique	Fren. bk	774	Landstein & Co	
Anna Bella	W. Stephen	Brit. bk	334	Borneo Co., Limited	
Annie Muriel	J. Sloane	Brit. bg	250	Chinese	
Ardentinny	P. Brown	Brit. bk	377	Ed. Schellhass & Co	Newchwang
Argonaut	A. Cameron	Brit. sh	1072	D. Lapraik & Co	
Asie Mineure	V. Gaurier	Fren. bk	381	Landstein & Co	
Atma	John Watson	Brit. bk	533	Messageries Maritimes	
Balgownie	J. Brown	Brit. bk	325	Moyer, Alabor & Co	
Bon Pau	A. H. Miller	Siam. sh	575	Kien-tye-loong	
Channel Queen	N. Lenfestey	Brit. sh	609	Ed. Schellhass & Co	
Charite	Hervé	Fren. bk	255	Carlowitz & Co	Bangkok
Cicilie	H. Damm	Ger. bg	99	Gibb, Livingston & Co	
Clara	W. Sampson	Brit. sh	938	Borneo Co., Limited	
Corinne	M. Gorman	Brit. bk	396	B. Davies	Sydney, &c.
Diamond City	Schumacher	Siam. bk	261	Tack-mee & Co	
Elizabeth Nicholson	J. Webster	Brit. sh	904	Carlowitz & Co	
Ellen	H. Kindred	Brit. bk	500	Remedios & Co	Shanghai
England's Glory	W. Knight	Brit. sh	751	A. MacG. Heaton	London
E. P. Bouverie	D. T. Roberts	Brit. sh	997	Frazar & Co	
Ernest	Bourge	Fren. bk	394	Landstein & Co	
Georgina	J. Romney	Brit. bk	315	Siemssen & Co	Foochow, &c.
G. T. Ray	P. Fraser	Brit. bk	356	Order	Chefoo
Harwich	W. Dudfield	Brit. bk	613	Frazar & Co	
Japan	H. Walter	Ger. bk	270	Siemssen & Co	
Juthia	J. Hansen	Fren. bk	201	Landstein & Co	
Lesmona	F. Ulrich	Ger. bk	405	Order	
Livingstone	W. Maack	Ger. bk	530	Siemssen & Co	Callao
Lydia	R. Youngson	Brit. bk	376	Chinese	
Mary Scott	A. Holmes	Brit. sh	599	Borneo Co., Limited	U. Kingdom
Melbrek	T. Pierce	Brit. sh	870	Vogel, Hagedorn & Co	London
Midnight	G. Wallett	Amr. sh	820	Vogel, Hagedorn & Co	New York
Oceano	A. Mara	Span. bg	202	Remedios & Co	
Ousuri	W. Osborn	Brit. bk	356	Melchers & Co	
Pelham	G. Bisson	Brit. bg	254	Carlowitz & Co	
Pilgrim	Frank Fowle	Amr. sh	956	Russell & Co	
Resolution	Conception	Siam. sh	816	Chinese	
Ricca Genova	Cummins	Brit. bk	652	Chinese	
Rose	F. Duchene	Fren. bk	348	Landstein & Co	
Scharnhorst	B. Hallmann	Ger. bk	410	Ed. Schellhass & Co	Bangkok
Solent	John Meldram	Brit. sh	732	Arnhold, Karberg & Co	U. Kingdom
Sumatra	Mullin	Amr. sh	1072	Frazar & Co	
Taffarette	L. Jean	Fren. bk	399	Russell & Co	
Theodore Koerner	W. Schirenberg	Ger. sh	1112	Russell & Co	San Francisco
Weymouth	F. J. Hunt	Brit. sh	830	Rozario & Co	San Francisco
Young Siam	T. Benedictsen	Siam. bk	701	Kien-tye-loong	
RECEIVING VESSELS & HULKS.					
Chase	C. Rowe	Pow. Mag.	283	Harbour Master	
John Adam	John Mathieson	Hulk	318	Water Police	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H. P.	Captain.	Where At.
Audacious	double sc. frigate	14	800	Captain P. H. Colomb	Shanghai
Charybdis	steam corvette	17	400	Captain T. E. Smith	Japan
Curlew	double sc. gun vl.	3	160	Comdr. E. J. Church	Kobe
Dwarf	double sc. gun vl.	4	20	Comdr. Hon. Dawson	Tientsin
Egeria	double sloop	4	120	Comdr. R. Turton	Nagasaki
Fly	double sc. gun vl.	4	120	Comdr. John Bruce	Singapore
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Nagasaki
Growler	double sc. gun vl.	4	120	Comdr. W. Stewart	Shanghai
Hart	double sc. gun vl.	4	120	Comdr. T. H. Royse	Amoy
Hornet	double sc. gun vl.	4	120	Comdr. C. Stopford	Foochow
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Shanghai
Lapwing	double sc. gun vl.	3	160	Comdr. Sir W. Wiseman, Bart	Singapore
Manas	military hospital	—	—	—	Hongkong
Midge	double sc. gun vl.	4	120	Comdr. Grant	Hongkong
Modeste	steam corvette	14	350	Captain A. Buller	Hongkong
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Ringdove	double sc. gun vl.	3	160	Comdr. Singleton	Hongkong
Swinger	double sc. gun vl.	2	60	Lieut. Comr. Bolitho	Kiukiang
Sylvia	double sc. gun vl.	—	150	Captain St. John	Nagasaki
Thalia	steam corvette	6	400	Capt. H. B. Woollcombe	Shanghai
Thistle	double sc. gun vl.	4	120	Comdr. F. Stirling	Singapore
Victor Emanuel	receiving ship	14	—	Commodr. J. E. Parish	Hongkong
Vigilant	despatch vessel	2	250	Lieut. H. C. D. Ryder	Shanghai

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Camoens	Port. gunboat	80		Guimaraes

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
WHAMPOA.					
STEAMERS.					
Ashuelot	E. O. Mathews	U.S. g-b.	1000		
Bombay	C. F. Davis	Brit. str	749	P. & O. S. N. Co.	
Lintin		Brit. str	69	Kwok Acheong	
Orissa	E. M. Edmond	Brit. str	1110	P. & O. S. N. Co	
SAILING VESSELS.					
Ada	Joseph Asals	Brit. bk	686	Vogel, Hagedorn & Co	London
Beethoven	H. Haje	Ger. bk	370	Wieler & Co	
Harriet N. Carlton	G. Harkness	Amr. bk	572	Russell & Co	New York
Misti	Riogean	Fren. bk	432	Car